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AIDS, GIFTS, GRANTS

AND

DONATIONS TO RAILROADS

INCLUDING

OUTLINE OF DEVELOPMENT

AND

SUCCESSIONS IN TITLES TO RAILROADS IN MICHIGAN

BY THE
MICHIGAN RAILROAD COMMISSION

BY AUTHORITY

LANSING, MICHIGAN
WYNKOOP HALLENBECK CRAWFORD COMPANY
1919

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Hon. Albert E. Sleeper, Governor:

The following report relative to aids, gifts, grants and donations to railroads and outline of the development of railroads in Michigan, prepared by the statistical department of the Michigan Railroad Commission contains so much information of interest and value to the public that it is deemed advisable that it be preserved by being printed and appropriately bound.

The information contained in the report has been drawn from various documents, records, and numerous other sources and carefully compiled. It will be of permanent value to the State in its relations with the carrier corporations, especially as continued regulation is likely to be a factor in State government. The Commission has recommended that five hundred copies be printed.

The report might be furnished to persons desiring it at a price practically equaling the cost of printing and binding.

MICHIGAN RAILROAD COMMISSION.

A. A. KEISER,
Chairman.

C. L. GLASGOW.
C. S. CUNNINGHAM.

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REPORT.

To the Michigan Railroad Commission:

In July, 1914, the Honorable Charles A. Prouty, Director of Valuation of the Interstate Commerce Commission, suggested the practicability of this Commission co-operating with the national body in the collection of data pertaining to aids, gifts, grants and donations to the carriers by the States or municipal subdivisions of the States, to aid in the construction of the various railroads. This request received the favorable consideration of this Commission, and under instructions from the late Hon. Lawton T. Hemans, then Chairman of the Commission, the writer undertook the research suggested by Mr. Prouty.

The routine work in statistics and kindred phases of the Commission's duties have made it necessary that this research be subordinated to the regular work of the office. For this reason report upon the subject has been so long delayed. This research was taken up in August, 1914, and a preliminary study of the subject disclosed that if the results were to be of practical value, not only the subject of aids, gifts, grants and donations required attention, but that the historic connection of the corporate entities receiving such financial assistance in the years of railroad development should be traced to the companies now possessing and operating the railroads of the State.

Since taking up the matter, such time each year as regular work permitted, has been devoted to this subject. The results of the work is herewith presented.

Public support of railroad enterprises in Michigan has been given in diverse ways and has been a factor in their development from time to time, almost from the beginning. The people of Michigan, when it was yet a Territory, were quick to appraise the value of railroads as a factor in the economic development of the State, and they first turned to corporate organizations as the means of promoting their construction. As early as July 31, 1830, the Legislative Council of the Territory authorized the incorporation of the "President, Directors and Company of the Pontiac and Detroit Railway Company" and granted it a franchise along the "United States' road, commonly called the Saginaw Road * * * from the Village of Pontiac to the City of Detroit." This was the first railway charter granted in the State. It does not appear that any use was ever made of this franchise. On June 29, 1832, the "Detroit and St. Joseph Railroad Company" was authorized and became the germ of the present Michigan Central Railroad main line. On April 16, 1833, "The Romeo and Mt. Clemens Railroad Company" was authorized, but failed to make progress.

On April 22, 1833 "The Erie and Kalamazoo Railroad Company" was incorporated and still remains active. This company was the first to place its road in operation within the State and is generally stated to be the first railroad company beginning operations west of Schenectady,

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New York. Its road was leased to the Michigan Southern Railroad Company in 1849 and is still operated by the New York Central Railroad Company under that lease. On March 7, 1834, the "Detroit and Pontiac Railroad Company" was incorporated and finally built and operated its road. It is today a part of the Grand Trunk Railway System. On March 4, 1834, "The Shelby and Detroit Railroad Company" was authorized and seems to have constructed its road according to the methods of that time and carried on traffic to Milwaukee Junction, Detroit, for a time with horse power, but unsuccessfully. After many years this road was finally utilized as a part of the Detroit and Bay City Railway, now Bay City Division of the Michigan Central Railroad. During the year 1835 the Legislative Council authorized four other railroad corporations, none of which seem to have made any progress in carrying out their purposes. Of these ten corporations authorized during the last six years of territorial government, four partially or fully carried out their purposes and their property has passed to the existing railroads of the carriers.

During these six years a growing interest in railroads was evident, especially among the public and businessmen of the State. The end of railroad development was even then proven to those pioneers. The means at first employed, however, were not adequate to reach this end as rapidly as the restless ambitions of those pioneers demanded. In 1835 the Legislative Council commenced the policy of making the railroad companies banking corporations as well, and requiring these banking institutions to hold the stock of the allied railroad corporations "as a security for the redemption of all notes and debts of said bank" as a condition precedent to exercising their banking function. This plan was merely a phase of the banking practices of the time, which has become famous in our history as the era of "wild cat" banking. In the succeeding years several such banks were authorized on this plan among the then struggling railroad companies. It does not appear that the plan was really of much value in promoting railroad development and eventually contributed much to the financial disasters that ensued in 1837 and succeeding years. It was merely an incident in the many plans advanced to hasten internal development of the State.

After the admission of Michigan as a State the means of securing railroad development continued the leading subject of public interest, and new plans were being advanced. In 1838 two acts were passed authorizing the State to, in effect, guarantee certain issues of stock of the "Detroit & Pontiac Railroad Company" and "The Palmyra & Jacksonburg Railroad Company," and two further acts passed authorized a State loan of $100,000 each to the "Allegan and Marshall Railroad Company" and "The Ypsilanti and Tecumseh Railroad Company." These acts were the first instances of public support directly to the many railroad projects then sought to be promoted. While these measures were not direct aids, they materially advanced the prospects of those companies, as they involved the State in their financial affairs and ultimately lead to the State assuming control of the property of all of them except the Detroit & Pontiac Railroad. All of them except the Ypsilanti and Tecumseh Railroad became, and are today, a part of our railroad systems.

Act No. 67, approved March 20, 1837, authorized the Board of Com-

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missioners of Internal Improvements to undertake the construction of railroads on the "Northern," "Central" and "Southern" routes described in the act. Subsequent acts extended the support of these State projects. The "Northern" never reached a very advanced stage of construction. The two latter, however, were gradually constructed by the Board from the water connections at Detroit River and River Raisin, respectively, westerly; but not without discouragement, some mismanagement, and innumerable unforeseen difficulties. The operation of these roads never proved them good investments for the State, and they quickly deteriorated because of the use of materials of construction not capable of resisting the traffic to be borne nor the elements. Gradually public sentiment came to oppose or greatly to obstruct the carrying out of the original projects. Finally in 1846 the State passed acts incorporating the "Michigan Central Railroad Company"and "The Michigan Southern Railroad Company" and authorized the sale to the respective entities of the Central and Southern Railroads. The sales were made, the State receiving for the Central Railroad $2,000.000 and for the Southern Railroad $500,000 in accordance with the terms of the acts authorizing the transactions. During and after the Legislative session of 1842 it seems to have been the policy of the Legislature to disengage the State from its financial entanglements with railroads, yet even in the acts incorporating the Michigan Central and Michigan Southern companies, perhaps in deference to the practice in the early charters, sections were included specifying a time and method by which the State could re-acquire these properties.

The State's experience in the operation and construction of railroads was not one of unqualified success, but, no doubt, it served to fix across the southern part of the State two of the important easterly and westerly lines of the country. The Michigan Southern has been and continues to be one of the great railroads of the United States, while the Michigan Central has enjoyed an unbroken history of financial and operating success and promises to be of greater and greater relative importance to the State as time advances.

With the sale of the Central and Southern railroads, the State's immediate interest in railroad development ceased although as late as 1853 it was still taking measures to settle financial matters wherein its credit had been pledged by the acts of 1838. During the period of public ownership it had authorized and invested in railroad properties the following public funds:

	Total amount appropriated.	Total amount expended
Central Railroad (a)	$1,957,833 57	$1,954,308 28
Southern Railroad (b)	949,908 77	948,234 20
Northern Railroad	150,638 00	110,596 71
Havre Branch Railroad	20,000 00	952 34

(Senate Document No. 8, 1848.

(a) Presumably the railroad property of the Allegan and Marshall Railroad Company and Ypsilanti and Tecumseh Railroad Company was included in this statement.

(b) Presumably the cost of the Palmyra and Jacksonburg Railroad, River Raisin and Lake Erie Railroad and La Plaisance-Bay Harbor property are included in this statement.

The reversal of public interest in the railroads dates from 1842. Following the sale of the Central and Southern, in 1846, up until 1855,

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when the first general railroad law was enacted, but seven new railroad companies were chartered by the Legislature and all of these were projects to extend or construct branches to the then existing railroads, viz.: The Michigan Central, The Michigan Southern and the Detroit & Pontiac Railroads.

Of these, only one, the St. Joseph Valley Railroad Company, had constructed its line by the time of the enactment of the General Railroad Law. Three of the other projects were realized after many years. During these years no active governmental financial support of the railroads seems to have been given by the State, and evidently railroad enterprise was largely regarded as a purely private enterprise. So thoroughly had public sentiment changed as a result of the unfortunate experiences from 1836 to 1846 that the Constitution of 1850 contained four prohibitions of practices that had been in vogue in the years of public encouragement and ownersip, viz.: Sections 6, 7, 8 and 9 of Article XIV of that constitution. During the years following 1846, railroad development went slowly forward and on surer ground than the State had found in its efforts from 1836 to 1846. The main lines of the Central and Southern were extended westerly under corporate management and by 1852 had both reached Chicago. They with other lines then developing quickly proved their usefulness to the territories traversed and renewed public interest in railroad enterprise was quickened throughout the country.

During the period of State construction and ownership of railroads, as appropriations of State funds became difficult or were withheld, the public domain was turned to as a means of furthering the development of the various works of internal improvement undertaken. On September 4th, 1841, Congress made a general grant of 500,000 acres of public land to each of several states, including Michigan, for purposes of internal improvement. The act provided that $1.25 per acre should be the minimum price at which the lands might be sold and stipulated that they be "faithfully applied to objects of internal improvement" within the States, such as "roads, railways, bridges, canals," etc., and it further stipulated that such works "when made or improved, shall be free for the transportation of the United States mail, and munitions of war, and for the passage of their troops, without the payment of any toll whatever." (5 U. S. Statutes at Large 455.)

From time to time these lands were appropriated by the Legislature of this State to the construction of the railroads. The Central Railroad received 150,000 acres by Act No. 25 of 1843, 64,000 acres by Act No. 50 of 1844, 20,000 acres by Act No. 15 of 1845 and 20,000 acres by Act No. 67 of 1846. The Palmyra and Jacksonburg Railroad (Southern) received 10,000 acres by Act No. 14 of 1845. This use of the public domain directly to advance the public interest was a forerunner of the later policy of grants to corporations to accomplish the same purpose.

In the Act of June 3, 1856—11 U. S. Statutes at Large, 21,—Congress "granted to the State of Michigan to aid in the construction of railroads from Little Bay de Noquet to Marquette, and thence to Ontonagon, and from the two last named places to the Wisconsin State line; and also from Amboy, by Hillsdale and Lansing and from Grand Rapids to some points on or near Traverse Bay; also from Grand Haven and Pere Marquette to Flint and thence to Port Huron every alternate section of land designated by odd numbers; for six sections in width on each side of

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each of said roads." The act contained supplementary provisions as to selections of land in case the lands included within the located lines had been sold or pre-empted, its terms being such that its full allotment was provided for over the routes specified. The State was made responsible for carrying out the purposes of the act through its Legislature and Governor and the Act provided that not exceeding one hundred and twenty sections of land included within a continuous length of twenty miles of each of said roads, and so for each succeeding twenty miles, might be sold and devoted to its intended purpose. If the roads were not completed within ten years forfeiture became operative and the lands reverted to the United States.

In 1855 the first general railroad law had been enacted, thus facilitating the organization of corporations, and the land grant act served to arouse new interest in old and new projects. The State by Act No. 126 of the Public Acts of 1857, made specific grants of the lands to different companies as hereinafter shown, created a board of control to carry out the provisions of law and laid down the terms to be complied with by the companies availing themselves of the benefits of the grants. This Act conferred considerable authority upon the Board of Control and to some extent embraced provision regulatory of the actions of the companies enjoying the grants.

Within one year following the passage of the land grant act eight new railroad corporations filed articles of association six of which had been made specific grants and had accepted the same. Three then existing corporations also filed acceptances of grants over their routes. Of the latter, one, the Detroit and Milwaukee Railway Company, was an active carrier from Detroit to St. Johns. The Companies receiving and accepting grants were:

The Amboy, Lansing and Traverse Bay Railroad Company;
The Bay de Noquet and Marquette Rail Road Company;
Detroit and Milwaukee Railway Company;
Flint and Pere Marquette Railway Company;
Grand Rapids and Indiana Railroad Company;
Marquette and Ontonagon Railway Company;
Marquette and State Line Rail Road Company;
Ontonagon and State Line Railroad Company;
Port Huron and Milwaukee Railway Company.

The Amboy, Lansing and Traverse Bay Railroad Company was the first to file certificate of completion of twenty miles of its road, viz.: on January 6, 1861. The Bay de Noquet and Marquette Rail Road Company followed with like certificate on December 1, 1862. This latter certificate of twenty miles included the road of the former, The Iron Mountain Railroad Company, the first railroad in the Upper Peninsula.

Notwithstanding the stimulus to railroad development anticipated by the authors of the Land Grant Act, progress was slow and some of the routes named offered little or no local promise of being feasible. Consequently the original grants underwent considerable modifications, both by Acts of Congress and Acts of the Legislature of this State. Congress up to 1869 had passed modifying acts as follows:

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Act of July 5, 1862—11 U. S. Statutes at Large, 620.
Act of June 7, 1864—13 U. S. Statutes at Large, 119.
Act of June 18, 1864—
Act of March 3, 1865—13 U. S. Statutes at Large, 530.
Act of Feb. 17, 1865—13 U. S. Statutes at Large, 569.
Act of March 3, 1865—13 U. S. Statutes at Large, 520.
Act of July 3, 1866—13 U. S. Statutes at Large, 678.
Joint Resolution of May 20, 1868.

The many acts of the Legislature and action by the Board of Control, largely confined to forfeitures, extension of time, re-conferring of grants and like action will be found noted so far as relevant in the outline of corporate succession following this report. In the original grant forfeiture was made operative in ten years, but the time was etxended from time to time. Some of the grants were never used and March 2, 1889, Congress took action returning the unappropriated lands to the Public Domain. This action was supplemented by Joint Resolution of the Legislature, No. 19 of 1889.

Under the terms of the Land Grant Acts, government lands were actually granted to the Railroad Companies of the State for construction of their roads, as follows:

GOVERNMENT LAND GRANTS.

	ACRES.
Amboy, Lansing & Traverse Bay, and Grand Rapids & Indiana	60,918.48
Amboy, Lansing & Traverse Bay, and Milwaukee & Port Huron	80.00
Amboy, Lansing & Traverse Bay, and Flint & Pere Marquette	52,582.98
Amboy, Lansing & Traverse Bay, and Detroit & Milwaukee.	1,160.17
Amboy, Lansing & Traverse Bay	661,955.42
Bay de Noquet & Marquette	247,248.76
Bay de Noquet & Marquette and Marquette & Ontonagon..	1,960.00
Bay de Noquet & Marquette and Chicago, St. Paul & Fond du Lac	5,387.46
Bay de Noquet & Marquette and Chicago, St. Paul & Fond du Lac, and Marquette & Ontonagon	24,626.02
Chicago & Northwestern	517,954.15
Chicago, St. Paul & Fond du Lac	254,575.61
Chicago, St. Paul & Fond du Lac and Marquette & Ontonagon	110,579.67
Detroit & Milwaukee	30,303.05
Detroit & Milwaukee and Grand Rapids & Indiana	231.25
Flint & Pere Marquette	446,777.47
Flint & Pere Marquette and Grand Rapids & Indiana	79,184.08
Flint & Pere Marquette and Jackson, Lansing & Saginaw..	228.64
Grand Rapids & Indiana	763,037.73
Houghton & Ontonagon	77,984.05
Jackson, Lansing & Saginaw	2,083.02
Marquette & Ontonagon	222,497.72
Port Huron & Milwaukee	6,428.68
Marquette, Houghton & Ontonagon	207,814.83
Ontonagon and Brule River Railroad	34,227.08

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While railroad development under land grant encouragement was not rapid, it made good progress compared to the years immediately following the period of public ownership and local interest in railroad development soon became more or less a local rivalry for railroad connection with existing rail routes. The great period of railroad development was just commencing and this factor, no doubt, was an important one in fixing the location of the roads as they now exist. No more land grants were forthcoming from the national government to promote these enterprises and commencing with 1863 we find measures for local aids to railroads subjects of Legislative action, notwithstanding the prohibitions contained in the constitution. In 1863 two such acts were passed. In 1864 twelve such acts were passed. In 1865 eight of such acts were passed and in 1869 a general act authorizing municipal aids by townships, cities or villages became a law. A complete schedule of these several acts together with amendments will be found in the following pages. That popular sentiment of the times supported these measures can not be doubted when the many acts passed and the many aids voted are considered. These actions were not without the voice of protest, however. Act No. 281 of 1867 was vetoed by the Governor and passed over the Governor's veto, and soon the subject was before the Supreme Court, in The People vs. Salem, April Term, 1870, 20 Mich. 452, and that tribunal held that the township in question in its township meetings had no authority to vote such an aid or that any such authority could have been conferred upon it. In the October Term, 1871, the subject was again before the Court in Bay City vs. the State Treasurer, 23 Mich. 499, when the General Act of 1869 was at issue and the Court distinctly held that sections 7, 8 and 9 of Art. XIV of the Constitution precluded the State from loaning the public credit to private corporations.

In the following pages will be found an abstract from department records of all references to such aids made by reporting carriers during the years they were reported. It would appear that more or less of the aids thus voted were realized by the respective railroads, especially of the proceeds of such bonds as had been sold to third parties and the proceeds devoted to the investments of the railroad. It would further appear that the Supreme Court decisions mentioned did not end the matter. Some of the bonds in the hands of innocent purchasers, by action of the Federal Courts, were put in the form of judgments and their payment enforced upon the municipalities liable.

The decisions mentioned mark the end of active campaigns for local municipal aids and donations to railroads, although for many years thereafter it is found that occasional public aids were given, sometimes under circumstances contrived to evade the limitations of the law. This period was followed by aids given by individuals, popular subscriptions, etc., regarding which public records and documents can afford but occasional mention.

During and shortly after the period of municipal aids the State commenced to pledge the State Swamp Lands to promote railroad development and acts authorizing such grants were made as follows:

To the Chicago and Northwestern Railway Company, Act No. 206 of 1861, Act No. 22 of 1862 and J. R. No. 5 of 1873.

To the Menominee River Railroad, Act No. 227 of 1875, Act No. 34 of 1877 and Act No. 29 of 1879.

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To the Detroit, Mackinac and Marquette Railroad, Act No. 36 of 1873, Act No. 2 of 1874, Act No. 81 of 1875, Act No. 128 of 1877 and Act No. 2 of 1879.

To the Marquette, Houghton & Ontonagon Railroad, Act No. 197 of 1875, appropriating State Swamp lands for a railroad, L'Anse to Houghton, which evidently was the grant received by this Company.

These grants were actually made for performance of the conditions in the acts as follows:

STATE SWAMP LAND GRANTS.

	ACRES.
Chicago & Northwestern Railway Co.	141,674.26
Detroit, Mackinac & Marquette R. R. Co.	1,327,041.65
Marquette, Houghton & Ontonagon R. R. Co.	82,422.12
Menominee River Railroad Company	144,371.96

The foregoing sketch gives briefly an outline of the actions of State authority upon which the aids, gifts, grants and donations to railroads as a public matter, were based. The following pages give in condensed form the substance of department records pertaining to these aids, gifts and grants. It is apparent that the record information is very defective and but a clue to the real facts. Occasional references scattered here and there in public records but emphasize the deficiency of information upon this question. It is apparent that campaigns of local bonuses, raised by popular subscription, individual gifts of lands, money, materials and labor have been incidents in the construction of some parts of practically all of the railroads dating before 1890. Of all aids or donations of this character, public records afford but few references. It will be readily seen that to work up this data, extensive research must be undertaken. Consequently this factor is not made a part of the present report. Means of accomplishing the research of this phase of the subject may more properly be left to the valuation organizations of the carriers or the Interstate Commerce Commission.

As an incident of this research the outline of corporate successions in title to the railroad properties of the State exhibited in the following pages has been worked out from the files and records of the Secretary of State, from statutes, department records and innumerable other sources. This outline serves to connect the various corporations undertaking railroad enterprises with the going carriers now operating. This phase of the research alone has required much work and has contributed toward the delay incident to a full report of the matter. It is of value to the department in tracing its records in the names of older companies and giving them their due relation with existing carriers. It is, of course, of value to the valuation forces of the different carriers now at work and free use of the outline in its incomplete form has heretofore been made by such forces.

This outline has been developed upon the various units of railroad placed in operation as shown in the columns "Road proposed, constructed, placed in operation or relinquished."

In order to show the progressive corporate succession, the roads proposed or partially constructed have been included in these columns where information is at hand tending to show that they possessed tangible or

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intangible property which passed in the succession, even though the corporation never reached the construction stage in its project. In many instances, no direct documentary evidence of succession exists between an early project and a later one which is carried to completion. The preceding sketch of the railroad development in the State suggests the difficulties experienced in realizing the ends of railroad construction before 1870. Many projects upon which considerable effort and means had been expended were necessarily abandoned and after many years their abandoned routes or work was finally utilized by some later company and no documentary title passed between them. All such instances have been included in the outline, when known, and instances even where the earlier company possessed no more than a franchise have been shown but with appropriate qualification.

In the later history of railroad companies we find much use of controlled companies, sometimes called subsidiaries or proprietary companies, by the active operating companies as a means of acquiring franchise rights or perhaps as a means of exercising the right of eminent domain in locating and constructing branch roads, while the organizing, financing and construction work is carried out by the dominant corporation. Such of these organizations as could be determined have been included in the outline, but, no doubt, many of them have not been located and cannot be determined from public records.

During the period of railroad history, several general public acts have been enacted permitting the transfer of railroad property by deed or similar instrument. Until 1873 it was the practice to authorize such transfer by special act of the legislature. Act No. 190 of 1873 was the first general act to this end and is still the law. Act No. 35 of 1887 was of similar purpose but modified in detail. This was followed by Act No. 10 of 1889, which was superseded by Act No. 102 of 1893 and this in turn by Act No. 30 of the Public Acts of 1901. The three acts are still in effect.

The writer cannot dismiss the subject without mention of the difficulties encountered in a research of this nature. Public policy with reference to railroad organization, aids, etc., has been one of frequent changes. The early laws required a small degree of government supervision, which was charged upon the Governor, certain Boards created, the Secretary of State or the Auditor General. Land Grants were necessarily carried out through the office of the State Land Commissioner. In 1873 a Commissioner of Railroads was provided and in 1907 the Michigan Railroad Commission was created. The result of these changes has been that the public records with reference to railroads are to be found in the offices of the Governor, the Secretary of State, the Auditor General, the Treasurer for the period of public ownership, the Public Domain Commission and the Michigan Railroad Commission. The acts authorizing conveyances of railroad property have specified or implied the Registers of Deeds as proper officers of record of such documents. Not all these records have been examined in detail. Upon doubtful points they have been consulted. Again it is obvious that on many roads all details of corporate succession are not to be found because of loss of records. In many instances company records have served to prove doubtful questions.

For the dates of commencing operations as well as relinquishing of

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lines, reliance has chiefly been upon the annual reports of the carriers on file with the Commission. However, many inconsistences appear in these statements and recourse has been had to earlier records, sometimes local histories or again to the current files of local newspapers to support or supplement these statements. In many instances the sworn reports of the carriers have been proven to be unreliable in this respect. In this same connection it has been found that changes in the descriptions of units of road, especially on branch lines or changes of class, from branches to main lines, or conversely, from year to year, sometimes successive changes, have led to no little uncertainty as to the descriptions and the dates when public service was first given on some parts of the respective roads. While diligent care has been exercised in tracing the connection of these changes, still it is possible the wrong conclusion may have sometimes been made or that dates or descriptions have sometimes been given which further research would alter.

The annual report of the Commissioner of Railroads for 1873 contains a history of railroad enterprises of the State up to that time, and is valuable for data pertaining to those projects which failed to carry out their purposes. A similar history of the then active companies appears in the annual report of the Commissioner of Railroads for 1896. The outline herewith submitted covers much of the same data, but extends the subject and gives additional data of the dates of placing the different sections of the roads in operation. In this report, however, no complete statement is made of the many projects which failed to make progress.

The writer fears that notwithstanding the time and effort devoted to it, the work herewith submitted bears occasional dates, facts and conclusions which further research may change or modify, yet he feels that it will prove helpful to the valuation forces of the carriers, and of value to the commissions interested. He wishes also to express his appreciation of the co-operation of the employees of the carriers engaged in valuation work whose assistance has served to make the data herein contained more complete.

Respectfully submitted,
EDMUND A. CALKINS,
Statistician.

Dated, January 30, 1919, Lansing, Michigan.

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LOCAL AIDS FOR RAILROADS

AUTHORIZED BY

THE LEGISLATURE

OF THE

STATE OF MICHIGAN

WITH

DATA PERTAINING THERETO

REPORTED BY

THE RAILROAD COMPANIES

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SCHEDULE OF LOCAL AIDS AUTHORIZED BY THE

Item No.	Railroad or Company, if any, named.	Public Act.	Municipalities City, Villages or Townships.
1	Amboy, Lansing and Traverse Bay Railroad	No. 64 of 1863	Mayor, Recorder and Aldermen, City of Saginaw.
2		No. 190 of 1863	City of Jackson The several townships
3	Bay City and East Saginaw R. R. Co	No. 2 of 1864	
4		No. 4 of 1864. a	City of Lansing Townships
5		No. 26 of 1864	Constantine Florence. Lockport. Fabius.
6		No. 31 of 1864	The several townships The several townships The several townships The several townships
7		No. 36 of 1864	Lafayette
8		No. 40 of 1864	City of Battle Creek The several townships The several townships
9	Schoolcraft and Three Rivers Railroad	No. 44 of 1864	Townships of Several townships
10		No. 49 of 1864	The several townships The several townships The several townships The several townships
11		No. 53 of 1864	The several townships The several townships The several townships
12		No. 67 of 1864	
			Any city or township Any city or township Any city or township Any city or township Onondaga township Leslie township Leighton township Wayland township
13	Grand Rapids and Indiana Railroad	No. 69 of 1864	The several townships, cities and villages.
14	Amboy, Lansing and Traverse Bay Railroad	No. 70 of 1864	The several townships, cities and villages.
15		No. 34 of 1865	Any of the towns Any of the towns
16	Amboy, Lansing and Traverse Bay R. R. or Jackson, Lansing and Saginaw R. R.	No. 167b of 1865	City of Saginaw
17		No. 193 of 1865	The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages The several townships, cities, villages
18		No. 208 of 1865	Same as Act No. 67 of 1864
19		No. 258 of 1865	Any municipality Any municipality Any municipality Any municipality Any municipality
20		No. 266 of 1865	Any township or city Any township or city Any township or city Any township or city
21	Jackson, Lansing and Saginaw Railroad	No. 276 of 1865	The several townships, cities, villages The several townships, cities, villages The several townsgips, cities, villages The several townships, cities, villages
22		No. 303 of 1865	Same as Act No. 49 of 1864d.
23	Schoolcraft and Three Rivers Railroad (extension)	No. 306 of 1865	Any townships Any townships Any townships Any townships Any townships

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LEGISLATURE OF THE STATE OF MICHIGAN FOR RAILROADS.

Authorized.	Form of aid provided.	Route to which aid was authorized.	
County.		From—	To—
Saginaw county	Aid in construction	See outline.	
Jackson	Aid in construction	Jackson	Lansing.
Bay	Loan of bonds	Bay City	East Saginaw.
Ingham Ingham	Pledged credit to subscribe to stock.	Jackson	Lansing. a
St. Joseph	Loan or donation	Constantine	Three Rivers.
Ottawa Allegan. Van Buren. Berrien.	Loan	Grand Haven	New Buffalo.
Van Buren	Loan or donation	Paw Paw	Lawton.
Calhoun Calhoun. Barry.	Loan	Battle Creek	Hastings.
Kalamazoo St. Joseph.	Aid in construction.		
Livingston Oakland. Washtenaw. Wayne.	Aid in construction	Detroit	Village of Howell.
Kent Ottawa. Muskegon.	Aid in constructing	Muskegon	Det. & Mil. Ry.
Jackson Eaton. Jackson. Eaton. Barry. Kent. Ingham. Ingham. Allegan. Allegan.	Loan	Jackson	Grand Rapids.
On route	Aid in construction	See outline.	
On route	Aid in construction	See outline.	
Oakland Macomb Saginaw	Loan or donation. Aid in construction.	Ridgeway	Det. & Mil. R. R.
Macomb Oakland. Livingston. Ingham. Eaton. Barry. Allegan. Van Buren. Berrien.	Aid in construction	Ridgeway via Lansing and St. Joseph	State Line.
	Loan	See Act No. 67 of 1864. c	
Oakland Livingston. Wayne. Monroe. Washtenaw.	Loan or donation	Holly via Wayne	Monroe.
St. Clair Lapeer. Genesee. Shiawassee.	Loan	Port Huron	Det. & Mil. R. R. Shiawassee county.
Clinton Shiawassee. Saginaw. Bay.	Aid in construction.		
Kalamazoo Van Buren. Allegan. Kent. Ottawa.	Loan or donation	Schoolcraft via Paw Paw and Allegan	Grand Rapids.

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SCHEDULE OF LOCAL AIDS AUTHORIZED BY THE

Item No.	Railroad or Company, if any, named.	Public Act.	Municipalities City, Villages or Townships.
24		No. 311 of 1865	Any city and township in
			Any city and township in
			Any city and township in
25		No. 324 of 1865	The several townships
			The several townships
			The several townships
			The several townships
26		No. 281 of 1867	Kalamazoo township
			Portage township
27		No. 45 of 1869	Any township, city or village
28	Ionia and Lansing Railroad Company	No. 179 of 1869	City of Lansing
29	Ionia and Lansing Railroad Company	No. 221 of 1869	City of Lansing
30	Detroit and Howell Railroad	No. 335 of 1869	Osceola township
			Plymouth township
			Green Oak
			Salem
31		No. 395 of 1869	City of Lansing
32	Jonesville, Marshall and Grand River Railroad	No. 410 of 1869	City of Marshall

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LEGISLATURE OF THE STATE OF MICHIGAN FOR RAILROADS.

Authorized.	Form of aid provided.	Route to which aid was authorized.	
County.		From—	To—
Ingham	Aid in construction	Lansing	Battle Creek.
Eaton.			
Calhoun.			
Ingham	Aid in construction	Ionia	Lansing.
Clinton.			
Eaton.			
Ionia.			
Kalamazoo	e		
Kalamazoo.			
General	Pledge of aid.		
	Aid in construction.		
	f		
Livingston	g		
Wayne.			
Livingston.			
Washtenaw.			
	Aid in construction	Detroit	Lansing.
	Loan or donation.		

a Amended Act No. 190 of 1863.
b Amended Act No. 64 of 1863.
c Amended act.
d Amendment.
e This act sought to make legal the action taken by virtue of Act No. 306 of 1865.
f This act amended Act No. 179 of 1869.
g This act sought to make valid certain actions taken by the townships specified.

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ABSTRACT OF REFERENCES TO

Item No.	Railroad.	Nature of Document or Aid.	Grantor City, Village or Township.
1	Bay City and East Saginaw R. R.	Municipal bonds	
2	Detroit and Howell R. R.	Municipal bonds	Brighton
3	Detroit and Milwaukee R. R.		
4	Flint and Pere Marquette Ry	Land grant	
5	Fort Wayne, Jackson and Saginaw R. R.	Municipal bonds	Jackson
			Fayette
			Reading
6	Ionia and Lansing R. R.	Municipal bonds	Lansing City
			Oneida township
			Danby township
			Eagle township
			Portland township
			Ionia township
			Eureka township
			Montcalm township
7	Jackson, Lansing and Saginaw R. R.	Land Grant	
		Municipal subscriptions to stock	Jackson City
			Village of Leslie
			Vevay
			Delhi
			Lansing
			City of Lansing
			Owosso City
			Chesaning
			Saginaw City
			Zilwaukee Village
8	Kalamazoo, Allegan and Grand Rapids R. R.		
9	Kalamazoo and South Haven R. R.	Municipal bonds	Kalamazoo township
10	Marquette and Ontonagon R. R.	Land grant	
11	Michigan Air Line R. R.	Municipal bonds	Bruce township
			Armada township
			Washington township
			Bruce township
12	Michigan Lake Shore R. R.	Municipal bonds	Muskegon township
13	Owosso and Big Rapids R. R.	Municipal bonds	Duplain
			Elba
			Owosso township
			Owosso City
			Sumner
			Big Rapids City
			Fairfield
			Seville
			Arcadia
			Ferris
14	Paw Paw R. R.	Municipal bonds	Lafayette township
15	Chicago and Michigan Lake Shore R. R.	Municipal cash	St. Joseph township
		Municipal bonds	St. Joseph township
			Lincoln township
			Lake township
			Chickaming township
			New Buffalo township
16	Detroit, Hillsdale and Indiana R. R.	Municipal bonds	City of Hillsdale
			Adams township
			Somerset township
			Brooklyn township
			Manchester township
			Saline township
			City of Ypsilanti

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MUNICIPAL AID TO RAILROADS.

of aid. County.	Amount of aid. Granted.	Amount of aid. Realized by beneficiary.	Conditions of Aid, Act Number.	Municipal aid invested in fixed investment by beneficiary.	Date of statement.
Bay	$75,000 00	$75,000 00	Secured by second mortgage	$75,000 00	Jan. 29, 1870
Livingston	11,177 20	11,097 20	Act No. 49, 1864	.....	Jan. 14, 1870
.....	.....	.....	.....	53,000 00	Feb. 26, 1870
United States	b	251,689 48	Act of June 30, 1856	a 168,883 26	Mar. 21, 1870
Jackson	23,500 00	23,500 00	General R. R. Aid Law	23,500 00	May 24, 1870
Hillsdale	10,000 00	c	General R. R. Aid Law	10,000 00	.....
Hillsdale	15,000 00	c	General R. R. Aid Law	15,000 00	.....
Ingham	32,600 00	31,747 00	Act 324, 1865		Feb. 8, 1870
Eaton	10,700 00	10,167 00	Act 324, 1865		
Ionia	k 2,000 00	3,415 00	Act 324, 1865		
	3,600 00		Act 324, 1865		
Clinton	200 00	8,357 00	Act 324, 1865	103,450 00	
	k 9,300 00		Act 324, 1865		
Ionia	k 2,900 00	2,695 00	Act 324, 1865		
	12,100 00		Act 324, 1865		
Ionia	k 15,800 00	15,011 00	Act 324, 1865		
	14,200 00		Act 324, 1865		
Montcalm	20,000 00	d	Act 45, 1869	.....	.....
Montcalm	5,000 00	d	Act 45, 1869	.....	.....
United States	e	16,431 01	Act of June 3, 1856; Act No. 10, Mich., 1867	e	May 19, 1870
Jackson	50,000 00				
Ingham	10,680 00				
Ingham	10,000 00				
Ingham	2,500 00				
Ingham	3,300 00				
Ingham	22,800 00	214,830 00	f	214,830 00	May 19, 1870
Ingham	40,000 00				
Shiawassee	13,500 00				
Saginaw	6,850 00				
Saginaw	50,000 00				
Saginaw	5,200 00				
.....	.....	.....	.....	76,000 00	Jan. 26, 1870
Kalamazoo	26,000 00	26,000 00	Act 45, 1869	.....	June 3, 1870
United States	g	59,263 44	Act of June 3, 1856; Act of March 3, 1865	.....	April 14, 1870
Macomb	33,000 00	30,912 72	Act No. 34, 1865		
Macomb	13,300 00	12,826 60	Act No. 34, 1865		
	6,200 00				
Macomb	10,400 00	9,008 53	Act No. 34, 1865; Act No. 34, 1865	61,500 00	Feb. 25, 1870
	22,600 00				
Macomb	25,000 00	.....	Act No. 45, 1869		
Muskegon	50,000 00	None	Act No. 53, 1864	.....	Jan. 15, 1870
Clinton	10,000 00	.....	Act No. 45, 1869	.....	Jan. 23, 1870
Gratiot	7,000 00	.....	.....	.....	.....
Shiawassee	10,000 00	.....	.....	.....	.....
Shiawassee	6,000 00	.....	.....	.....	.....
Gratiot	15,000 00	.....	.....	.....	.....
Mecosta	45,000 00	.....	.....	.....	.....
Shiawassee	6,500 00	.....	.....	.....	.....
Gratiot	8,000 00	.....	.....	.....	.....
Gratiot	13,875 00	.....	.....	.....	.....
Montcalm	10,500 00	.....	.....	.....	.....
.....	36,100 00	h	Act No. 36, 1864	.....	Jan. 22, 1870
Berrien	4,000 00	4,000 00	Cash	.....	.....
Berrien	42,000 00	.....	Act No. 45, 1869		
Berrien	13,500 00	.....	Act No. 45, 1869		
Berrien	13,500 00	.....	Act No. 45, 1869	16,100 00	Sept. 1, 1870
.....	11,500 00	.....	Act No. 45, 1869		
Berrien	13,000 00	.....	Act No. 45, 1869		
Hillsdale	60,000 00				
Hillsdale	16,000 00				
Hillsdale	20,000 00				
Jackson	20,000 00	i	Indefinite	None shown	Sept. 29, 1870
Washtenaw	50,000 00				
Washtenaw	18,000 00				
Washtenaw	50,000 00				

a 11 U. S. Statutes at large 21.
b 511,492.25 acres confirmed—85,907 acres sold.
c Question was up to Supreme Court.
d Deposited with State Treasurer.
e 189,921.52 acres confirmed; 8,952.58 acres sold. Proceeds placed in fund to redeem bonds.
f There seems to have been no conditions as stock was issued for these grants (see local histories).
g 127,809 acres confirmed—87,015 acres sold.
h No statement possible.
i Bonds are shown to be voted but not delivered.
k These principal amounts of bonds were reported as sold.

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ABSTRACT OF REFERENCES TO

Item No.	Railroad.	Nature of Document or Aid.	Grantor City, Village or Township.
17	Grand Rapids and Indiana Ry	Land grant	
		Municipal bonds	City of Fort Wayne City of Grand Rapids City of Kendallville Sturgis township Mendon township Nottawa township Sherman township Brady township Algoma township Nelson township Solon township Pierson township
18	Kalamazoo and South Haven R. R	Municipal bonds	Alamo township Pine Grove township
19	Paw Paw R. R		
20	Michigan Air Line R. R	Municipal bonds	Bruce township Washington township Armada township Bruce township
21	Toledo, Ann Arbor and Northern R. R	Subscriptions and notes	Various
22	Chicago and Michigan Lake Shore R. R	Subscriptions	Probably local
		Town bonds	Prior to 1873
23	Chicago and Canada Southern R. R	Cash donations	Not stated
24	Adrian and Detroit R. R	Bonus	Subscribers
25	Kalamazoo, Lowell and Northern Michigan R. R	Notes	Various persons presumably.
26	Owosso and Northwestern R. R	Cash	
27	Michigan Northern Ry	Right of way	Grand Rapids
28	Ohio and Grand Haven R. R	Notes	Not stated
29	Grand Rapids, Rockford and Greenville R. R	e Interest, bonus and expenses	Not stated
30	Kalamazoo, Lowell and Northern Michigan R. R	Notes, land, materials, etc	
31	Michigan and Ohio R. R	Aid notes	
32	Grand Rapids and Saginaw R. R	Personal notes of donors	Various
33	Kalamazoo, Lowell and Northern Michigan R. R	Notes, land, materials, etc	Various
34	Grand Rapids and Saginaw R. R	Notes	
35	Kalamazoo, Lowell and Northern Michigan R. R	Notes, land, material, etc	
36	Fort Gratiot and Legington R. R	Donations	

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MUNICIPAL AID TO RAILROADS.

of aid. County.	Amount of aid. Granted.	Amount of aid. Realized by beneficiary.	Conditions of Aid, Act Number.	Municipal aid invested in fixed investment by beneficiary.	Date of statement.
United States	a	$11,034 00	Act of June 3, 1856; Act of June 7, 1864	Not shown	Dec. 15, 1870
	$101,500 00	76,153 20	General Laws of Indiana		
Kent	100,000 00	85,379 14	Act No. 69, 1864		
	83,000 00	83,000 00	General Laws of Indiana		
St. Joseph	20,000 00	20,000 00	Act No. 69, 1864		
St. Joseph	25,000 00	25,000 00	Act No. 69, 1864		
St. Joseph	b 15,000 00	15,000 00	Act No. 69, 1864		
St. Joseph	b 6,000 00	6,000 00	Act No. 69, 1864		
Kalamazoo	10,000 00	10,000 00	Act No. 69, 1864		
Kent	6,000 00	6,000 00	Act No. 69, 1864		
Kent	5,000 00	5,000 00	Act No. 69, 1864		
Kent	5,000 00	5,000 00	Act No. 45, 1869		
Mecosta	6,000 00	6,000 00	Act No. 45, 1869		
Kalamazoo	10,000 00		Act No. 45, 1869	26,000 00	Sept. 22, 1870
Van Buren	12,400 00				
				28,000 00	Sept. 24, 1870
Macomb	See Item 11	See No. 11			
Macomb	See Item 11	16,673 54	Act No. 34, 1865		
Macomb	See Item 11	6,114 00	Act No. 34, 1865	45,000 00	Oct. 26, 1870
Macomb	See Item 11	22,694 43	Act No. 45, 1869		
Monroe and Washtenaw	c Indefinite	Not Shown	Not stated		May 13, 1874
Ottawa	300 00	300 00	Construct depot	In depot at Zeeland.	Oct. 27, 1873
Various		i			
	14,572 82	14,572 82	None stated	None stated	Nov. 28, 1873
	7,300 00				Dec. 20, 1873
	Several thousand dollars.		Completion to certain points		Aug. 5, 1873
	100 00	100 00	None stated		Aug. 28, 1873
Kent	200,000 00	200,000 00	d None stated	200,000 00	Aug. 26, 1874
	27,000 00		None stated		May 20, 1874
	26,150 00		None stated		April 20, 1875
	42,907 50	f 35,536 50	Not specified		Mar. 13, 1875
	40,000 00				April 12, 1875
	48,000 00	g 7,325 00	Completion of road		April 29, 1876
	42,907 50	32,000 00	Some conditional		Mar. 30, 1876
	12,325 00		Completion through towns		April 30, 1877
	42,907 50	h 30,000 00	Some conditional		May 19, 1877
	8,900 00				April 28, 1879

a 631,204.10 acres confirmed; 720 acres sold; 1,000 acres contracted.
b Stock was issued for all municipal aid but subsequently the towns of Nottawa and Sherman returned their certificates.
c See foreclosure statement in articles of Toledo and Ann Arbor Railroad.
d Eight miles of right of way.
e Bonus not shown separately.
f Cash realized $25,647.72 with stock and debt included.
g Apparently indicated.
h 1879 report shows this estimated.
i Stated to have been rendered mostly unavailable by decision of Supreme Court.

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DATA PERTAINING TO

LAND GRANTS REPORTED BY RAILROADS IN STATE OF MICHIGAN

FROM ANNUAL REPORTS

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ANNUAL STATEMENT OF RAILROAD COMPANIES

Item No.	Railroad.	Nature of Grant or Aid.
1	Flint and Pere Marquette Ry	Land grant
2	Chicago and North Western Ry	Land grant
3	Marquette, Houghton and Ontonagon R. R	Land grant
4	Chicago and North Western Ry	Land grant
5	Detroit and Milwaukee R. R	Land grant
6	Flint and Pere Marquette Railway	Land grant
7	Grand Rapids and Indiana R. R	
8	Marquette, Houghton and Ontonagon R. R	Land grant
9	Chicago and North Western Ry	Land grant
10	Flint and Pere Marquette Ry	Land grant
11	Marquette, Houghton and Ontonagon R. R	Land grant
12	Chicago and North Western Ry	Land grant
13	Flint and Pere Marquette Ry	Land grant
14	Marquette, Houghton and Ontonagon R. R	Land grant
15	Jackson, Lansing and Saginaw R. R	Land grant
16	Chicago and North Western Ry	Land grant
17	Flint and Pere Marquette Ry	Land grant
18	Marquette, Houghton and Ontonagon R. R	Land grant
19	Jackson, Lansing and Saginaw R. R	Land grant
20	Chicago and North Western Ry	Land grant
21	Flint and Pere Marquette Ry	Land grant
22	Marquette, Houghton and Ontonagon R. R	Land grant
23	Jackson, Lansing and Saginaw R. R	Land grant
24	Menominee River R. R	Land grant
25	Chicago and North Western Ry	Land grant
26	Menominee River R. R	Land grant
27	Flint and Pere Marquette Ry	Land grant
28	Marquette, Houghton and Ontonagon R. R	Land grant
29	Jackson, Lansing and Saginaw R. R	Land grant
30	Chicago and North Western Ry	Land grant
31	Menominee River R. R	Land grant
32	Flint and Pere Marquette Ry	Land grant
33	Marquette, Houghton and Ontonagon R. R	Land grant
34	Jackson, Lansing and Saginaw R. R	Land grant
35	Chicago and North Western Ry	Land grant
36	Menominee River R. R	Land grant
37	Flint and Pere Marquette Ry	Land grant
38	Marquette, Houghton and Ontonagon R. R	Land grant
39	Jackson, Lansing and Saginaw R. R	Land grant
40	Port Huron and Southwestern R. R	Land grant
41	Chicago and North Western Ry	Land grant
42	Menominee River R. R	Land grant
43	Flint and Pere Marquette R. R	Land grant
44	Marquette, Houghton and Ontonagon R. R	Land grant
45	Jackson, Lansing and Saginaw R. R	Land grant
46	Detroit, Mackinaw and Marquette Ry	Land grant

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OF MICHIGAN, PERTAINING TO LAND GRANTS.

Grantor of aid.	Realized from grant.		Acres of Land Grant unsold at end of year.	Date of statement.	Authority, Annual Report.	
	Acres sold during year.	Proceeds.			Year.	Page. f
United States	19,989.72	$201,578 71	266,000.00	Oct. 28, 1873	1872	100
a United States	204.21	1,073 68	168,887.13	Sept. 12, 1873	1872	214
United States	.....	69,791 56	.....	Nov. 18, 1873	1872	224
United States	.....	.....	647,989.91	May 26, 1874	1873	24
United States	26.50	956 25	80.00	May 27, 1874	1873	45
United States	7,408.00	71,572 14	259,217.31	April 21, 1874	1873	68
.....	.....	.....	b	May 21, 1874	1873	83
United States	1,250.60	117,587 65	425,582.34	May 25, 1874	1873	134
United States	12,851.07	55,622 55	634,240.43	April 30, 1875	1874	24
United States	8,214.09	89,502 03	254,139.01	April 26, 1875	1874	70
United States	174.45	3,489 00	425,407.55	April 5, 1875	1874	145
United States	9,862.68	28,585 00	626,929.15	Feb. 26, 1876	1875	54
United States	7,430.23	84,638 85	248,502.30	April 6, 1876	1875	146
United States	440.00	5,519 35	432,453.00	Mar. 6, 1876	1875	299
United States	8,325.29	56,409 46	504,204.00	April 26, 1876	1875	351
United States	5,424.26	21,946 57	621,504.89	Mar. 20, 1877	1876	57
United States	7,538.00	76,210 48	241,158.61	April 20, 1877	1876	158
United States	290.60	3,859 50	432,163.00	April 10, 1877	1876	324
United States	11,933.15	95,598 80	495,054 42	April 24, 1877	1876	380
United States	11,529.66	27,896 87	609,975.23	April 1, 1878	1877	70
United States	8,508.40	95,994 91	235,779 51	Arpil 30, 1878	1877	175
United States	292.17	2,120 33	431,936.35	Feb. 19, 1878	1877	352
United States	14,279.44	161,386 60	481,357.00	April 20, 1878	1877	413
c State of Michigan	.....	.....	.....	June 27, 1878	1877	c
United States	9,507.38	23,405 09	600,467.85	April 17, 1879	1878	105
State of Michigan	480.00	1,380 00	110,366.86		1878	105
United States	9,928.43	135,805 84	227,571.41	April 29, 1879	1878	237
United States	215 25	2,243 22	431,721.10	May 19, 1879	1878	445
United States	12,415.03	122,411 44	486,942.31	April 15, 1879	1878	504
United States	18,429.28	87,029 57	582,038 57	April 12, 1880	1879	80
State of Michigan	18,116.61	1,910 69	92,250.25			
United States	38,642.63	743,083 70	190,073.17	May 31, 1880	1879	191
United States	9,614.07	37,432 69	422,107.03	April 17, 1880	1879	366
United States	14,328.26	164,189 44	454,614.06	April 2, 1880	1879	422
United States	19,640.66	78,819 97	562,397.91	April 15, 1881	1880	42
State of Michigan	3,053.75	3,698 21	89,196.50	April 1881	1880	43
United States	Not reported	.....	.....	.....	1880	.....
United States	88,051.86	76,662 64	413,342.77	April 11, 1881	1880	272
United States	47,124.41	681,341 09	406,881.52	May 2, 1881	1880	313
d	.....	.....	40.00	Mar. 28, 1881	1880	363
United States	Omitted	.....	.....	Feb. 24, 1882	1881	61
State of Michigan	Omitted	.....	.....	June 16, 1882	1881	69
United States	Omitted	.....	.....	May 8, 1882	1881	165
United States	Omitted	.....	.....	Mar. 22, 1882	1881	284
United States	Omitted	.....	.....	May 4, 1882	1881	350
State of Michigan	e No report	.....	.....	.....	1886	69

a The Chicago and North Western Ry. became vested with this grant through an Act of the Legislature approved March 4, 1861, and the Peninsula Railroad Company which then received the grant. It had been previously made to the Marquette and State Line Railroad Company and forfeited.

b This report shows—"This company has no land." This statement is not very clear. The company accepted and received a large grant of land.

c Does not mention grant of state swamp lands, although Act No. 227 of 1875 and Act No. 34 of 1877 made such a grant.

d Probably not a grant of land by state or nation.

e The State made a liberal Swamp Land Grant to this company, by the acts referred to in the report preceding. A statement of assets as of October 19, 1886, incident to sale of property by trustee shows a land account of $4,550,000.00. At that time the land grant assets were separated from the railroad property, and continued to be held apparently by the old entity. The railroad property passed by foreclosure sale as shown in the outline following. The assets of the Detroit, Mackinac and Marquette Railroad Company as of December 31, 1886 were:

Land account	$4,550,000 00
Jas. McMillan, et al., trustees	4,750,000 00
D. S. S. & A. Ry. Co., stock for land grant dividend	1,592,500 00
Common stock D. S. S. & A. Ry. Co	117,500 00
Cash	42,352 66
Total	$11,052,352 66

f The published annual report of the Commissioner of Railroads is referred to.

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OUTLINE OF DEVELOPMENT

AND

SUCCESSIONS IN TITLES TO RAILROADS

IN THE

STATE OF MICHIGAN

KEY TO OUTLINE.

The following outline is designed to show in a condensed form the order of corporate succession to the several railroad properties of the State. This outline has been developed upon the various units of road placed in operation as shown in column under "Road proposed, constructed, placed in operation, or relinquished." In order to show the progressive corporate succession the roads proposed or partially constructed have been included in these columns where information is at hand to show that they possessed tangible or intangible property which passed in the succession, even though the corporation had not reached the construction stage in its project. It will be noted, however, that projects which were in a stage of promotion or partially constructed are shown in regular type. Those shown in bold type were the units placed in operation over the route and at the dates shown. Those shown in italic type are the units abandoned, withdrawn from service or transferred to other entities. In some cases the road was not actually placed in operation by the corporation shown but by the controlling corporation. It would, however, be the property of the corporation shown at the time shown.

Under "Date of filing Articles of Association" is shown the date of filing with the Secretary of State or dates of approval, where corporations were chartered by the Legislature. Under "Form of Articles Filed" is shown the well known forms of articles provided for by the Michigan statutes. Under "Date of Transfer or Merger" appears the date of foreclosure sale when the title was transferred as a result of foreclosure. In the case of a consolidation the date of the agreement to consolidate is shown. In the case of amended articles the date of action by the stockholders authorizing the amendments is shown. In the case of sale and transfer, as provided in Act 190 of the Public Acts of 1873, Act No.

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35, Public Acts of 1887 or Act No. 10,* Public Acts of 1889, or in the case of a lease the date of the instrument of conveyance is given if known, otherwise the effective date of thansfer is shown when available. When a merger is effected through stock control the approximate date when the merger is perfected is shown if of record.

Under "Form of transfer or merger" is shown the manner in which the title has passed to the succeeding corporate entity. In cases of foreclosure where temporarily the property has been vested in individuals, or a purchasing committee, pending a reorganization or further transfer of the property, this temporary arrangement has usually been omitted from the outline. Trackage rights or joint facility arrangements have been only occasionally included.

Under "Successor" is shown the number appearing in the first column opposite the corporate name of the company to which the title passed. In the notes appear such notations as will serve to make clear the order of succession, or give the authority, etc.

The names of companies organized under Train Railway and Street Railway Acts appear in italic type.

In the outline, the various corporate entities heretofore holding franchises or tangible property which has passed to the various companies now active in the State as carrier companies have been shown in consecutive order and numbered from No 1 to the present active corporation. The outline, therefore, appears in groups designated at the beginning by the name of the railroad or system by which it is commonly known and each group closes with the corporate name of the active company now holding and operating the property.

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*Act No. 10 of Public Acts of 1889 was superseded by Act No. 102 of Public Acts of 1893 and this in turn by Act No. 30 of Public Acts of 1901. The three several Acts are still in effect.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	ANN ARBOR RAILROAD.				
1	The Toledo, Ann Arbor and Northern Railroad Company.	Nov. 26, 1869	Association.....	100	State Line (Toledo).....
2	Toledo, Ann Arbor and Railroad Company.	Nov. 23, 1877	Reorganization..	.....	Toledo.....
3	Toledo and State Line Railroad Company.	June 30, 1872	Ohio corporation	5.65	Utilising property tangible Toledo.....
4	The Toledo and Ann Arbor Railroad Company.	May 24, 1878	Consolidation...	45.70	All property, tangible and Ann Arbor.....
5	Toledo, Ann Arbor and Northeastern Railroad Company.	Sept. 26, 1878	Association.....	33.00	Ann Arbor.....
6	Owosso and Big Rapids Railroad Company.	Aug. 16, 1869	Association.....	81.00	Owosso..... c.....
7	The Owosso and North Western Railroad Company.	Dec. 29, 1871	Amended articles	150.00	Owosso via Alma.....
8	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 15, 1880	Consolidation...	.....	Toledo, Ohio..... With all property tangible
				10.30	Ann Arbor.....
9	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 24, 1882	Amended articles	98.00	Toledo, Ohio..... *Pontiac*.....
10	f Michigan Air Line Railway.....	.....	.....	3.07	Hamburg.....
11	Toledo, Ann Arbor & North Michigan Railway Company.	Nov. 16, 1882	Association.....	87.00	St. Louis via Alma.....
12	The Toledo, Ann Arbor & North Michigan Railway Company.	July 29, 1884	Consolidation...	.....	Toledo, Ohio..... With all property, tangible
				39.00	Owosso.....
				33.10	Durand.....
				13.91	Durand.....
				7.02	Emery (Leland).....
13	Lansing, Alma, Mt. Pleasant and Northern Railroad Company.	Feb. 12, 1884	Association.....	68.00	Lansing.....
14	The Chicago, Saginaw and Canada Railroad Company.	.....	.....	3.70	Alma.....
14x	Saginaw and Western Railroad Company.	.....	.....	*3.32*	*Alma*.....
15	Toledo, Ann Arbor and Mt. Pleasant Railway Company.	May 7, 1886	Amended articles	21.00	St. Louis (T. & A. A. R. R.)....
				18.40	Alma.....
				1.61	Macon.....
16	The Toledo, Ann Arbor and North Michigan Railway Company.	Jan. 26, 1887	Consolidation...	.....	Toledo, Ohio..... With all property tangible
17	Lake George and Muskegon River Railroad Company.	Dec. 29, 1876	Association.....	7.50	Lake George, T. 18 N, R. 5 W...
				7.50	Muskegon River.....
18	Lake George and Muskegon River Railroad Company.	June 7, 1878	Amended articles	3.50	Lake George,(Sec. 18, T. 18 N. R. 5. W.
				2.00	Main Line, Sec. 8, T. 18 N., R. 5 W.
				1.83	Lake George..... k.....
				1.25	Stafford Station.....
				3.63	Lake George.....
				5.17	Budd Lake Junction.....
				1.25	*Stafford Station*.....
				1.75	E. Line Sec. 30, 19-5.....
				8.75	*Budd Lake Jct*.....
19	Toledo and Cadillac Railroad Company.	Jan. 26, 1886	Association.....	63.00	Mt. Pleasant.....
20	Toledo, Ann Arbor and Cadillac Railway Company.	June 22, 1886	Association.....	63.00	Mt. Pleasant.....

a Consideration $1,001.00. Ben P. Crane was purchaser and held until June 9, 1877. Investmentof $154,078. 16 reported as of December 31, 1873. Much useful property passed in sale.

b Operated by Pennsylvania R. R. Co. until May 28, 1875. It seems to have been operated later from 1878.

c Via Shiawassee, Saginaw, Clinton, Gratiot, Montcalm, Isabella and Mecosta counties.

d The property transferred was a practically completed grade from Owosso to St. Louis.

e Consideration $45,000 for partially constructed grade, etc. Now part of Grand Trunk System.

f See Outline of Grand Trunk System.

g For complete outline of No. 14 see Pere Marquette Outline. A map filed Jan. 13, 1887 by No. 15 shows 3.10 miles of the road placed in operation by No. 14 as occupied and includes 1.08 miles of extensions and connections. The deed indicates that delivery had been made at some earlier date.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Shiawassee County		Foreclosure sale a	September 28, 1875	2
Ann Arbor		Consolidation	May 3, 1878	4
and intangible of No. 1.				
State Line	Aug. 5, 1874b	Consolidation	May 1, 1878	4
intangible of Nos. 2 and 3		Consolidation	October 14, 1880	8
State Line	June, 1878			
Pontiac		Consolidation	October 14, 1880	8
Big Rapids		Change of N. W. terminus	December 22, 1871	7
Frankfort		Sale and transfer	1883 d	11
Pontiac		Change of termini	October 21, 1882	9
and intangible of Nos. 4 and 5.				
South Lyon	Aug., 1881	Foreclosure sale	July 2, 1895	27
Durand		Consolidation	May 19, 1884	12
South Lyon		Deep e	October 25, 1882	10
Hamburg Junction		Lease	June 21, 1886	12
T. A. A. & G. T. near South Lyon		Consolidation	May 19, 1884	12
		Foreclosure sale	July 2, 1895	27
St. Louis		Consolidation	August 19, 1886	16
and intangible of Nos. 9 and 11.				
St. Louis	August, 1884			
Hamburg	1885			
Owosso Junction	Oct., 1886			
Hamburg	1886			
Mt. Pleasant		Change of name, termini, etc.	May 7, 1886	15
St. Louis	Aug. 15, 1875	Foreclosure sale	May 10, 1883	14x
St. Louis		Deed of conveyance	March 17, 1887 g	16
		Consolidation	August 19, 1886	16
Mt. Pleasant via Alma		Foreclosure sale	July 2, 1895	27
Mt. Pleasant	June, 1886			
Quarry	1886			
Mt. Pleasant		Consolidation	December 21, 1887	21
and intangible of Nos. 12 and 15.				
Muskegon River, Sec. 21, T. 19 N., R. 6 W		Extension of route	February 16, 1878	18
Lake George	Jan. 28, 1877			
Near N. E. Corner Sec. 27, T. 18 N., R. 5 W.		Sale and transfer h	1886	20
N. E. Corner of Sec. 9, T. 18 N., R. 5 W.				
Easterly	1877			
East (1.00) and West (.25)	1878			
Southeast	1878			
Lilly Lake	1879	Extension.		
East and West	1880			
Center Sec. 17, 19-5	1881			
Lilly Lake and other branch		Abandoned.		
Cadillac				i
Cadillac		Consolidation	December 21, 1887	21
		Foreclosure sale	July 2, 1895	27

h This sale was made between August 25 and December 20, 1886. A portion of the old grade from Temple to four miles south of Lake George was utilized by No. 20. Edmund H. Hasleton, W. Scott Gerish and four associates of Hersey were incorporators of No. 17. It was a forest road. On November 28, 1881, the road passed to John L. Woods and on February 18, 1882 to C. H. Hackley & Co., who utilized it as a forest road until the sale above mentioned to No. 20. There is no further data as to the abandonment of parts of this road.

i No transfer appears. No. 19 was organized by T. M. Ashley and associates.

k Later called Budd Lake Junction.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
21	The Toledo, Ann Arbor and North Michigan Railway Company.	April 20, 1888	Consolidation...	.....	Toledo, Ohio.....
					With all property tangible and
				63.60	Mt. Pleasant.....
				1.61	Main Line.....
				1.25	Main Line.....
				1.51	Main Line, Ross.....
				1.28	Main Line.....
				2.00	*South Lyon*.....
				5.30	*South Lyon*.....
				1.62	*Macon*.....
22	Toledo, Ann Arbor and Lake Michigan Railway Company.	Mar. 29, 1888	Association.....	60.00	Cadillac.....
				42.46	Cadillac.....
23	The Frankfort and Southeastern Railroad Company.	Dec. 2, 1885	Association.....	.....	Frankfort.....
					Weldon Twp. or to G. R. &
				22.50	Frankfort.....
				.25	South Frankfort.....
24	The Escanaba, Frankfort and Southeastern Railroad Company.	July 9, 1895	Reorganization..	.....	All property tangible and
25	Detroit, Grand Rapids and Western Railroad Company.	1	.....	*6.90*	*Alma*.....
26	Menominee and St. Paul Railway Company.	June 14, 1899	Association.....	10.00	Menominee.....
				.65	Ferry Approach, Menominee...
27	The Ann Arbor Railroad Company.....	Sept. 21, 1895	Reorganization..	.....	Toledo, Ohio.....
					property of Nos. 8, 11,
				3.93	Hamburg.....
				7.10	Owosso.....
				1.90	Junction Switch.....
				2.53	Main Line, S. E. ¼ of Sec. 24, T. 11 N., R. 3 W.
				1.43	Ann Arbor Connection, Alma....
				7.23	Sec. 16, T. 1 S., R. 6 E.....
				9.57	*Sec. 16, T. 1 S., R. 6 E*.....
					Alma via St. Louis.....
				1.52	*Main Line*.....
				1.29	*Main Line*.....
					Temple.....
					Temple.....

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Cadillac		Foreclosure sale	July 2, 1895	27
intangible of Nos. 16 and 20.				
Cadillac	Aug., 1888			
Ithaca	1889			
River at Alma	1889			
Muskegon River	1890			
Diggins Mill	1890			
End of Branch	Sept. 30, 1890	Abandoned		
Branch	1891	Abandoned		
Quarry	1892	Abandoned		
Frankfort		Stock control	1889	21
Beecher	Nov. 17, 1889	Sale and transfer	April 16, 1890	21
		Foreclosure sale	July 2, 1895	27
Upper Weldon Bridge		Sale and transfer	May 15, 1892	21
I. Ry. in Wexford County.		Foreclosure sale	June 1, 1895	24
County Line k	Nov. 25, 1889			
Main Line.				
intangible of No. 23		Deed of conveyance	October 15, 1895	27
Ithaca	Dec. 28, 1882	Agreement to convey z	February 15, 1897	27
Wisconsin State Line		Stock control 100 per cent		27
End of Yard Track.				
Frankfort and all	m			
15, 20, 21 and 22.				
Hamburg Junction n	1895			
Three Mile Creek.				
North Frankfort.				
Branch Line, D. L. & N.	o Aut'n, 1895			
D. L. & N. Connection, Alma	o Aut'n, 1895			
Sec. 21, T. 2 S., R. 6 E.	p 1895			
Sec. 21, T. 2 S., R. 6 E.	p 1896	Abandoned.		
Ithaca	1897	Agreement to convey z		25
Ross Mill	1897	Abandoned.		
Diggins Mill	1897	Abandoned.		
Four miles south of Lake George	s 1893-1898	Abandoned.		
Four miles south of Lake George	s 1893-1898			

z This was an agreement between numbers 25 and 27 to make an exchange of property. It was ratified by the Board of Directors of Ann Arbor R. R. Co., March 3, 1897 and by the stockholders September 18, 1897. The agreement provided that the deeds should be placed in escrow with Mortgage Trustees and release of the respective mortgage liens be made. The deeds have not been examined and their whereabouts are unknown. Presumably they were made as delivery was carried out. The effect was that the line from Ithaca to Alma via St. Louis passing to No. 25 was abandoned except it be for certain facility tracks.

k This point is in county line of Benzie and Manistee counties, .70 miles southeast of Thompsonville. Presumably it is the same as Beecher of No. 22.

l See Pere Marquette R. R. for prior outline.

m The Ann Arbor R. R. Co. took over property as of November 1, 1895.

n Presumably lease of Michigan Air Line Railway ceased at this time.

o The map of this cut off filed December 6, 1895 indicates 5.05 miles entire.

p The map designates this "Ann Arbor Cut Off No. 2" and shows 7.23 miles of altered line. The alteration may have been made in 1892 or 1893.

s This was for an alteration of route made at different times. Not more than one mile of the old line of No. 18 now remains in use.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	GRAND TRUNK RAILWAY SYSTEM.				
0	Northern Railroad (State Internal Improvement).	1837. March 20.	An act authorizing.	.....	Palmer (l), or near mouth of Black River, St. Clair County.
1	Bay City Terminal Railway Company..	Aug. 29, 1910	Association.....	1.25	C. S. & M. R. R. at intersection of Ionia and Chippewa Sts., Bay City.
				a 1.19	**Ionia and Chippewa Sts.**
2	**The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company.**	Mar. 25, 1858	Association.....	60.00	Detroit.
				60.00	**West Detroit**.....
				2.31	**Mt. Clemens**.....
2X	Chicago, Kalamazoo and Saginaw Railway Company.	Dec. 10, 1887.	Amended articles	9.41	**Pavillion Junction**.....
3	The Chicago and Kalamazoo Terminal Railroad Company.	July 1, 1895	Association.....	.....	[1] K. & S. H. R. R. at North Limits of Kalamazoo via North Pitcher treet.
				7.00	[2] Main line at G. R. & I. and L. S. & M. S. Crossing.
					[3] Main line at Phelps Ave.
				b 1.73	**Main Street**.....
4	The Toledo, Saginaw and Mackinaw Railroad Company.	June 29, 1887	Association.....	250.00	Durand via Saginaw.....
				12.80	**Durand.**
				26.40	c **Flushing.**
4x	(The Toledo, Ann Arbor and North Michigan Railway Company.	See outline of	Ann Arbor R. R.)	22.80	**East Saginaw**.....
5	**Cincinnati, Saginaw and Mackinaw Rail Road Company.**	Dec. 28, 1889	Association.....	350.00	State Line, Seneca township, Lenawee County.
				9.03	*West Bay City.*
6	The Detroit and Pontiac Railroad Company.	Mar. 7, 1834	An act to incorporate.	.....	City of Detroit.....
				13.00	**Detroit**.....
7	The Detroit and Pontiac Railroad Company.	April 13, 1841	Act No. 88, g 1841.	5.40	**Royal Oak**.....
				8.00	**Birmingham**.....
8	Oakland and Ottawa Rail Road Company.	Arpil 3, 1848	Act No. 234, 1848.	.....	Pontiac via Fentonville.....
9	Detroit and Milwaukee Railway Company.	Feb. 13, 1855	Act No. 140, h 1855.	.....	Property and franchises.....
		Feb. 14, 1857	Act No. 126, 1857.	.....	**Conferred United States**.....
				24.40	**Pontiac**.....
				27.80	**Fentonville**.....
				19.50	**Owosso**.....
				26.00	**St. Johns**.....
				33.40	**Ionia**.....
				28.80	**Grand Rapids**.....
				2.70	**Springlake**.....
10	Port Huron and Milwaukee Railway Company.	Dec. 6, 1855	Association.....	90.00	Port Huron.....
		April 10, 1857	Acceptance.....	.....	**United States**.....
11	Detroit and Milwaukee Railroad Company.	Oct. 22, 1860	Reorganization..	.....	Property and
12	Grand Rapids Terminal Railroad Company.	Aug. 13, 1904	Association.....	2.22	East bank of Grand River on north line of city of Grand Rapids.
				1.52	**D. G. H. and M. Ry.**.....
13	Grand Rapids Terminal Railroad Company.	Oct. 9, 1908	Amended articles	3.08	Pearl St, via city limits as above.
				1.56	**D. G. H. and M. Ry.**.....
14	**Detroit, Grand Haven and Milwaukee Railway Company.**	Oct. 28, 1878 Nov. 8, 1878	Reorganization k	.....	Property and franchises

NOTES:
a Operated with C. S. & M. R. R.
b Operated by Grand Trunk Western Ry.
c The T. A. A. & N. M. may have operated this road for freight or irregularly from E. Saginaw to Durand prior to dates given—regular passenger service seems to be from December 17.
d Disposal of this not clear.
f Non-completion in six years.
g Corporate rights, privileges and franchises of No. 6 restored.
h Acceptances of No's. 7 and 8 were filed May 12, 1855. The act authorized a consolidation.
i No acceptance or other documents were filed to denote that act became effective.
k Certain articles were filed also on March 29, 1879.
l Now Village of St. Clair.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—CON.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Navigable waters of Grand River, Kent Co., or on Lake Michigan, Ottawa Co.	.....	Joint Resolution No. 34	March 17, 1847	15
		Legislative Grant	February 5, 1855	15x
East shore of Saginaw River, Block 89 at 7th Street.	.....	Stock control	Date of organization	53
7th St., Bay City	1913			
St. Clair River at Port Huron	.....	Lease for 999 years	July 1, 1860	53
Fort Gratiot	1859			
Aviation Field	1917			
Pavillion	.....	Lease for 99 years. p	August 1, 1910	36
Via Main and Porter Sts. to L. S. & M. S. Ry. at South limits of Kalamazoo.	.....	Stock control.	.....	53
Water Works.				
Hodgman Avenue near M. C. R. R.				
Lake Street, Kalamazoo	Aug. 8, 1910	Lease (joint use).	August 1, 1910	2x
Mackinaw City	.....	Lease (not clear)	As completed for operation	4x
Flushing	Oct. 23, '88	Sale and transfer	October 31, 1890	5
East Saginaw	Dec. 17, 1888			
Oaatka Beach	Jan. 11, 1890	n		
Straits of Mackinaw via Saginaw	.....	Lease	November 1, 1890	53
		Lease for 99 years	January 1, 1901	53
Oaatka Beach.	d			
Village of Pontiac	.....	f Forfeited charter	March 7, 1840	7
Royal Oak	Autumn, 1838			
Birmingham	Spring, 1841	Consolidation Act	April 19, 1855	9
Pontiac	Sept., 1844			
Lake Michigan	.....	Consolidation Act	April 19, 1855.	9
of Nos. 7 and 8. o	.....	Foreclosure sale	October 4, 1860	11
Land Grant.				
Fentonville	Oct. 2, 1855			
Owosso	July 1, 1856			
St. Johns	Jan. 16, 1857			
Ionia	Sept., 1857			
Grand Rapids	July 12, 1858			
Spring Lake	Sept. 1, 1858			
Grand Haven	Nov. 22, 1858			
D. & M. Ry. in Shiawassee County	.....	i Act No. 134, 1859	.....	11
Land Grant.		m Foreclosure sale	June 26, 1862	15x
franchises of No. 9	.....	Foreclosure sale	September 4, 1878	14
Pearl St., Grand Rapids, near dock line	.....	Extending route, etc	October 8, 1908	13
Bridge Street, Grand Rapids	1908			
Via river bank to point in south line of Sec. 1, Grand Rapids township.	.....	Lease for 10 years	October 27, 1908	14
Soldiers' Home	?			
of No. 11	.....	Complete stock control	November, 1878	53

m Jenks, in his History of St. Clair County, Vol. 1, page 387, states that Mr. W. L. Bancroft "united" the two companies after he became dominant in their project. It appears that No. 10 made a considerable investment and effort in its early history to carry out its project, but suffered financial loss of most of its investments. This sale in the first instance was to Eben N. Wilcox. On September 22, 1862, this grantee and wife conveyed the property to Augustus Gerome, who in turn conveyed the same on May 12, 1865, to Edgar White, Wm. L. Bancroft and Theodore Romeyn, trustees, representatives of the Port Huron & Lake Michigan Railroad Company. (Record Court of Claims, U. S.—No. 32589—page 395). On July 25, 1873, the title was fully conveyed to the latter Company (same, page 396).

n Seemingly this lease to No. 4x expired with Sale to No. 5.

o No. 9 does not appear from any records as a successor to No. 0. However, it did apparently utilize the work of No. 0 to some extent. For instance much clearing and grubbing was performed by No. 0 as well as grading. See mention of grading at Stony Creek, Ionia County, by No. 0 in House Document of 1840, page 73.

p The line is operated by No. 36. The lease provides for joint use with No. 2x if the latter company elects. The transaction involved a reciprocal arrangement between Nos. 2x and 3. See outline of Michigan Central R. R.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
15	Port Huron and Lake Michigan Rail Road Company.	Jan. 30, 1847	Act No. 5, 1847	.....	Port Huron
15x	Port Huron and Lake Michigan Rail Road Company.	Feb. 5, 1855	Act 158, 1855	.....	Port Huron a
				16.02	Port Huron
				8.59	Emmet
				7.37	Capac
				4.70	Imlay City
				7.12	Attica
				10.90	Lapeer
				10.52	Davison / Flint (E-ly limits) b
16	The Peninsular Railway Company	Oct. 3, 1865	Association	44.00	Battle Creek
17	Peninsular Railway Extension Company	Jan. 3, 1868	Association	64.00	Battle Creek
18	The Peninsular Railway Company	Feb. 17, 1868	Consolidation	108.00	Property and franchises of
				44.30	Lansing
19	The Peninsular Railroad Company of Indiana.	.....	.....	.....	No data
20	The Peninsular Railway Company of Illinois.	.....	.....	.....	No data
21	Peninsular Railway Company	April 30, 1870	Consolidation c	.....	Property and franchises
				64.80	Battle Creek
22	Chicago and Lake Huron Railroad Company.	Aug. 15, 1873	Consolidation	.....	Property and franchises
23	Chicago and Northeastern Railroad Company.	Aug. 12, 1874	Association	48.00	C. & L. H. R. R., Lansing
				48.00	Flint d
24	The North Western Grand Trunk Railway Company.	Aug. 26, 1879	Reorganization	.....	Port Huron
25	The Michigan Railway Company	Jan. 7, 1880	Reorganization	.....	Property and franchises
26	The Indiana Railway Company	Of Indiana	.....	.....	Valparaiso, Indiana
27	Northwestern Grand Trunk Railway Company in Indiana and Illinois.	Foreign	Consolidation	.....	Chicago
28	The Chicago and Grand Trunk Railway Company.	April 6, 1880	Consolidation	.....	Chicago
29	Port Huron & Indiana Railway Company.	Nov. 20, 1900	Reorganization	224.00	Port Huron e
30	The Indiana & Illinois Railroad Company.	Of Indiana	.....	80.60	State Line (Michigan)
31	Oxford and Port Austin Railroad Company.	July 28, 1879	Association	84.00	Oxford
32	Pontiac, Oxford and Port Austin Railroad Company.	Jan. 15, 1880	Amended articles	100.00	Pontiac via Oxford
33	Pontiac, Oxford and Port Austin Railroad Company.	Oct. 7, 1881	Amended articles	100.00	Pontiac
				100.20	Pontiac
34	The Pontiac, Oxford and Northern Railroad Company.	Sept. 24, 1889	Reorganization	100.20	Property and franchises
35	The Detroit and Huron Railway Company.	Mar. 23, 1912	Association	18.50	Bad Axe
				18.59	Cass City
36	Grand Trunk Western Railway Company.	Nov. 22, 1900	Consolidation	304.60	Port Huron

a Section 11 of Act 158 "grants to company any portion of the so called line of Northern Railroad" and the State "releases * * * all rights, privileges and immunities to such portion of the line of said road as the company may deem proper to use in constructing" its railroad.

b The above details as to road of number 15x have been taken from local histories of Genesee and St. Clair counties. All except the first item may be construction data. The company's report for 1882 shows that 20.66 miles, Emmet to Attica was opened in December, 1870 and 27.04 miles Attica to Flint was opened December 1871. This statement practically confirms the data shown.

c Articles of Consolidation forming No. 21 are not dated.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Lake Michigan, near mouth of Grand River	.....	Renewal of grant	February 5, 1855	15x
Lake Michigan at or near mouth of Grand River.	.....	Consolidation Foreclosure sale	July 30, 1878 June 21, 1879	22 24
Emmet	Nov., 1869			
Capac	June 8, 1870			
Imlay City	July 28, 1870			
Attica	Dec., 1870			
Lapeer (E-ly Limits)	May 24, 1871			
Davison Station	May 25, 1871			
Flint (E-ly limits)	Nov. 12, 1871			
Flint (W-ly limits)	Dec. 13, 1871			
Lansing	.....	Consolidation	January 3, 1868	18
State Line (Milton)	.....	Consolidation	January 3, 1868	18
numbers 16 and 17	.....	Consolidation	April 30, 1870	21
Battle Creek x	Dec., 1869	Foreclosure sale	August 25, 1879	25
.....	.....	Consolidation	April 30, 1870	21
.....	.....	Consolidation	April 30, 1870	21
of numbers 18, 19 and 20	.....	Consolidation	July 30, 1878	22
State Line (Ontwa)	Autumn, 1872			
of numbers 15 and 21	.....	Foreclosure sale	August 25, 1879	25
C. & L. H. R. R. Flint	.....	Consolidation	January 7, 1880	28
Lansing	Jan. 1, 1877d			
West limits of Flint	.....	Consolidation	January 7, 1880	28
of number 18	.....	Consolidation	January 7, 1880	28
Milton, Michigan	.....	Consolidation	January 7, 1880	28
Valparaiso	.....	Consolidation	January 7, 1880	28
Port Huron	.....	Foreclosure sale	October 31, 1900	29
State Line (Indiana)	.....	Consolidation	November 20, 1900	36
State Line (Illinois)	.....	Consolidation	November 20, 1900	36
Port Austin	.....	Change of name and south terminus.	December 3, 1879	32
Port Austin	.....	Change of north terminus, etc.	September 24, 1881	33
Caseville	.....	Foreclosure sale	June 5, 1889	34
Caseville	Oct. 8, 1883			
of number 33	.....	Stock control 100%	..... f	36
Cass City	.....	Stock control 100%	At organization	36
Bad Axe	Sept. 28, 1913			
State line (Indiana and Illinois)	See details fol'ing No. 15	Stock control 100%	November 20, 1900	53

d The Genesee County History gives February 1, 1877 as date of opening. The report to the Railroad Commissioner for 1876, page 512, shows that contractors operated the road from Flint to Durand for the last few weeks of 1876. The "Lansing Republican" of January 5, 1877 contains an item showing that the first passenger train over the Chicago and Northeastern Railroad arrived in the city from the east on Tuesday, January 2, 1877 at about 4:00 o'clock P. M., "with several members of the new Legislature." The issue of the same paper January 19, 1877 shows for the first time in its "Traverlers Guide," a time table of four trains daily over the road with mention that it "has been recently issued."

e The organization of No. 29 embraced property in Michigan only.

f This control was acquired apparently during the year ending June 30, 1910.

x L. D. Dibble, General Superintendent of the Peninsular Railway Company, in an affidavit dated June 28, 1871, showed that the road was placed in operation in part, as follows, but did not give descriptions. He showed that:

1. 13 miles were in operation January 1, 1870.
2. 13 miles were placed in operation February 14, 1870.
3. 19 miles were placed in operation June 13, 1870.
4. 10 miles were placed in operation October 15, 1870.

and that these units were completed at the dates shown and that a total of 55 miles was completed and operated December 31, 1870.

(Report to Auditor General filed June 28, 1871).

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
37	The Grand Trunk Railway of Michigan.	Jan. 18, 1867	Association.....	210.00	Ridgeway.....
38	The Grand Trunk Railway of Northern Indiana.	Indiana Corporation.	.....	.....	State Line (Michigan).....
39	The Michigan Air Line Railroad Company.	Aug. 25, 1868	Consolidation...	.....	Powers, rights and franchises
				14.20	**Ridgeway**.....
40	Saint Joseph Valley Railroad Company.	Of Indiana....	.....	.....	State Line (Michigan).....
41	Michigan Air Line Railroad Company.d	Oct. 11, 1870	Consolidation...	.....	Property and franchises
42	The St. Clair River, Pontiac and Jackson Railroad Company.	April 8, 1872	Association.....	120.00	St. Clair River.....
43	The St. Clair and Chicago Air Line Railroad Company.	Oct. 2, 1872	Amended articles	120.00	St. Clair River..... d.....
44	The Michigan Air Line Railway.....	Nov. 23, 1875	Reorganization..	.....	Property and franchises of
				12.10	**Romeo**.....
45	The Michigan Air Line Railway.....	Aug. 14, 1880	Amended articles	.....	Ridgeway.....
				8.90	**Rochester**.....
46	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 24, 1882	Amended articles f	*23.60*	*South Lyon*..... l.....
47	**The Michigan Air Line Railway**.....	Mar. 29, 1882	Amended articles	105.00	Ridgeway.....
				22.20	**Pontiac**.....
				47.50	**South Lyon**.....
48	Port Huron Railroad Tunnel Company.	Oct. 11, 1886	Association.....	1.50	Port Huron.....
49	St. Clair Frontier Tunnel Company....	Dominion of Canada.	Act of incorporation.	.....	Sarnia, Ontario.....
50	**St. Clair Tunnel Company**.....	Nov. 23, 1886	Consolidation...	.....	All properties and franchises
				1.10	**Port Huron**.....
51	Toledo, Saginaw and Muskegon Railway Company.	Jan. 25, 1886	Association.....	140.00	Muskegon.....
52	**Toledo, Saginaw and Muskegon Railway Company.**	Feb. 16, 1886	Amended articles	156.00	Muskegon.....
				18.90	**Ashley**.....
				77.00	**Carson City**.....
53	Grand Trunk Railway Company of Canada.	Foreign Corporation.	.....	n	

a The transfer under foreclosure sale included property, franchises, etc. from Ridgeway to the Detroit and Milwaukee Railway at Pontiac only.

b The portion embraced in this outline was designated "Eastern Division."

c This lease embraced only the road and franchises east of Jackson, which had been designated, "Eastern Division."

d The road was completed to Shelby, 20.8 miles, but was apparently operated only to Romeo.

e Washtenaw County was stipulated as route.

f For corporate history outline of No. 46 see Ann Arbor Railroad Outline.

l In this conveyance an incompleted road bed, right of way, etc., was transferred for $45,000.00 consideration.

g This document was filed with the Secretary of State January 3, 1883.

h Passenger train movements commenced December 7, 1891.

i This date is drawn from History of Gratiot County by Tucker, 1913, which states that the first train reached Carson City on this date.

m It appears that the road was operated by the contractors from January 1, 1888. It is probable that these operations advanced from the east terminus as construction work progressed. No further dates are available.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—CONTINUED.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
State Line (Berrien County)		Consolidation	July 14, 1868	39
State Line (Illinois)		Consolidation	July 14, 1868	39
of numbers 37 and 38		Consolidation	October 8, 1870	41
Romeo	Dec. 9, 1869	Foreclosure sale.... a	April 8, 1875	44
South Bend		Consolidation	October 8, 1870	41
of numbers 39 and 40		Lease in perpetuity... c	April 13, 1872	42
Jackson via Pontiac		Change of name and route.	July 20, 1872	43
Jackson via Pontiac..... e		Foreclosure sale	April 8, 1875	44
numbers 39 and 43, to D. & M. R. R. at Pontiac		Extending westerly	July 22, 1880	45
Rochester	Mar., 1879			
1 mile west of D. & M. R. R. at Pontiac		Change of west terminus	January 21, 1882	47
Pontiac	Oct., 1880			
Pontiac		Deed of conveyance.. g	October 25, 1882	47
Jackson via Pontiac		Stock control 100%	At organization of No. 44.	53
South Lyon	Oct., 1883 o			
Jackson	Jan. 1, 1884p			
Sarnia, Ontario		Consolidation	November 9, 1886	50
Port Huron, Michigan		Consolidation	November 9, 1886	50
of numbers 48 and 49		Stock control 100%	October 8, 1886	53
International Boundary	Oct. 24, 1891h			
Easterwardly		East terminus fixed	February 13, 1886	52
Bay City		Stock control 100%	August 1, 1888	53
Carson City	Sept. 24, 1887 i			
Muskegon	Aug. 1, 1888 m			

n The Grand Trunk Railway Company of Canada is not an active corporate entity recognised by the laws of the State of Michigan. All of its operating and financial activities in this state are performed through the various corporate organizations now active and controlled by this company through stock ownership, as indicated in the outline. The names of these active corporations are indicated by bold face type.

o The files of the Jackson Weekly Citizen is authority for this. The issue of October 30 states, "Passenger trains are running over the Pontiac and South Lyon extension."

p The issue of the Jackson Weekly Citizen for January 1, 1884 is authority. It states that regular service commenced that day, and the paper thereafter carried the time of arrival and departure of its trains. It is probable, however, that the road was not then completed. Previous mention in the paper shows that the company was compelled to commence service January 1, 1884 to hold certain communities to pledges that had been made contingent upon service upon that date. The 1884 report of the company showed that January 1, 1884, was the date of opening the road. The 1885 annual report made the date of opening September 1, 1884. The fact seems to be that January 1, 1884 was the date of complete opening through but that completion and good traffic was not given until September 1, 1884. It is possible that traffic was conducted by the contractors until September 1, 1884.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	PERE MARQUETTE RAILROAD. F. & P. M. System.				
1	Genesee and Oakland Rail Road Company.	April 3, 1848	Act 202, 1848	.....	Pontiac
2	Genesee and Oakland Rail Road Company.	Feb. 13, 1855	Act 167, 1855	.....	Flint
3	Flint and Pere Marquette Railway Company.	Jan. 22, 1857 April 2, 1857	Association Acceptance	170.00	Flint United States
4	Flint and Pere Marquette Railway Company. c	Aug. 4, 1857	Amended articles	170.00 26.10 7.20 20.00	Flint **East Saginaw** **Mount Morris** **East Saginaw**
5	The Flint and Fentonville Railroad Company.	June 15, 1863	Association	16.00	Flint
6	The Flint and Holly Railroad Company	Oct. 16, 1863	Amended articles	17.00 16.85	Flint or vicinity **Flint**
7	Bay City and East Saginaw Rail Road Company.	April 8, 1864	Association	14.00 14.00	Bay City **East Saginaw**
8	Flint and Pere Marquette Railway Company.	Sept. 2, 1868	Consolidation	5.90 24.40 12.20 13.40 13.30	**Midland** **Averills** **Clare** **Lake** **Evart**
9	Holly, Wayne and Monroe Railway Company.	Nov. 17, 1865	Association	65.00 11.66 28.36 24.98	D. & M. R. R. Holly **Wayne** **Northville** **Wayne**
10	The Cass River Railroad Company	Dec. 12, 1871	Association	35.00 *19.40*	East Saginaw *East Saginaw*
11	The Flint River Railroad Company	Dec. 6, 1871	Association	16.00 14.41	F. & P. M. Ry. Genesee Twp. **Horton (McGrew)**
12	Flint and Pere Marquette Railway Company.	June 4, 1872	Consolidation	48.40	**Reed City**
13	Saginaw and Clare County Railroad Company.	Sept. 4, 1877	Association	20.00 8.90	F. & P. M. Ry., Clare via Farwell Main Line above **Harrison Junction (Clare)**
14	Saginaw and Clare County Railroad Company. g	April 11, 1883	Amended articles	30.00 6.60 14.40 2.45	F. & P. M. Ry., Clare via Farwell **(Near) Hatton** **Harrison** .....
15	Saginaw and Mt. Pleasant Railroad Company. h	Mar. 25, 1879	Association	14.00 15.02	Coleman **Coleman**
16	East Saginaw and St. Clair Railroad Company. i	Oct. 31, 1872	Association	95.00 3.94 .71	South Saginaw **Saginaw Jct. (Hoyt)** **Extension at**
17	Manistee Railroad Company k	June 19, 1880	Association	22.00 23.96	F. & P. M. Ry., T. 18 N., R. 15 W **Tallman**
18	Flint and Pere Marquette Railway Company.	Oct. 14, 1872	Amended articles	Ext.	Otter Lake
19	Flint and Pere Marquette Railroad Company.	Aug. 31, 1880	Reorganization	3.18 5.10 4.71	**Butters Jct. (Walhalla)** **Otter Lake** **J. L. & S. Crossing (Mershon)**

a This was an unfinished grade utilized by No. 23 in the construction of its line.
b See Act 167, 1855 and Act No. 258, 1859 authorizing consolidation. There is no record that it was ever consummated.
c Amended articles filed August 4, 1857, modified route of No. 3 to some extent, substituting Isabella County for Gladwin County.
d P. M. Documents Vol. 1, page 2 states that road No. 6 was purchased for $550,000 and consolidated. Transfer was effected by consolidation, no doubt, as charter shows no stock was issued in No. 8 to retire stock of No. 6.
e See report to Auditor General of F. & P. M. for 1867 which shows this date November 25, 1867. This was later designated Bay City Division.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Flint		Extension of route		2
Saginaw		Consolidation permitted	b	
Pere Marquette n		Change of route, etc	August 3, 1857	4
Land Grant.				
Pere Marquette		Consolidation	May 30, 1868	8
Mount Morris	Jan. 20, 1862			
Flint	Dec. 8, 1863			
Midland	Dec. 1, 1867			
Fentonville		Change of name, termini, etc.	August 8, 1863	6
Holly or vicinity		Consolidation d	May 30, 1868	8
Holly	Nov. 1, 1864			
East Saginaw		Stock control 64.2%	December 16, 1868	8
Bay City	Nov. 1, 1867e	Consolidation	February 1, 1872	12
Averills	Oct. 26, 1868	Consolidation	February 1, 1872	12
Clare	Nov., 1870			
Lake	Dec. 29, 1870			
Evart	Sept., 1871			
Reed City	Nov., 1871			
Monroe		Consolidation	February 1, 1872	12
Northville	May 30, 1871			
Holly	Nov. 6, 1871			
Monroe	Jan. 1, 1872			
Caro		Consolidation	February 1, 1872	12
Vassar		a	1881	23
Otter Lake f		Consolidation	February 1, 1872	12
Otter Lake	Oct. 8, 1872			
Ludington	Dec. 1, 1874	Extends route, etc	May 29, 1872	18
Lake George.				
Lake on Sec. 17, T. 19 N., R. 4 W		Change of route, etc	March 21, 1883	14
(Near) Hatton	1879			
Sec. 13, T. 20 N., R. 3 W		Stock control	From organization of 13	12
Harrison	Sept. 30, 1880	Consolidation	Nov. 2, 1888	29
Meredith	Nov. 22, 1883			
Extension	Dec., 1887			
Mt. Pleasant		Stock Control	From organization	12
Mt. Pleasant	Dec. 15, 1879	Consolidation	November 2, 1888	29
St. Clair River		Stock control	From organization	12
South Saginaw	1874	Consolidation	November 2, 1888	29
South Saginaw	1882			
Manistee River		Stock Control	From orgnaization	12
Manistee	Dec. 31, 1881	Consolidation	November 2, 1888	29
Caro f		Foreclosure sale	August 18, 1880	19
Peltman (Butters) (Tallman)	1880	Consolidation	November 2, 1888	29
Fostoria	Dec. 19, 1881	Foreclosure sale	March 28, 1917	120
South Saginaw j	1888			

f Designated Flint River Division in later reports.
g Later designated Meredith Division.
h Designated Mt. Pleasant Division in later reports, and was changed to standard gauge in 1884.
i Designated St. Clair Division in later reports.
j Designated Saginaw Belt Line.
k Later designated Manistee Division.
n In Mason County on Lake Michigan, now Ludington.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
19	Concluded.			1.81	J. L. & S. Crossing (Mershon)..
				1.68	J. L. & S. Crossing (Mershon)..
				7.81	Coleman.....
20	Port Huron and Northwestern Railway Company. o	Mar. 23, 1878	Association.....	100.00	Port Huron.....
				26.64	Port Huron.....
				10.92	Croswell.....
				8.71	Carsonville.....
				10.15	Deckerville.....
				14.16	Minden.....
21	(Cass City Branch of) Port Huron and Northwestern Railway Company.	Jan. 21, 1880	Amended articles	80.00	Kingsley Station.....
				33.80	Saginaw Junction (Zion).....
22	Port Huron and Northwestern Railway Company.	Dec. 10, 1880	Amended articles	45.00	Marlette.....
				55.00	Port Huron.....
23	Port Huron and Northwestern Railway Company. o	Oct. 28, 1881	Amended articles	46.00	Marlette.....
				13.96	Marlette.....
				11.85	Mayville.....
				19.37	Vassar.....
24	Port Huron and Northwestern Railway Company.	Oct. 7, 1882	Amended articles	36.00	Palms Station.....
				34.60	Palms Junction.....
25	Port Huron and South Western Railway Company.	Jan. 28, 1882	Association.....	32.00	Port Huron.....
				33.91	Port Huron.....
26	Port Huron and North Western Railway Company.	Dec. 9, 1882	Consolidation...	.....	See Nos. 20 to 25.....
27	Bay City Belt Line Railroad Company. k	June 3, 1889	Association.....	6.00	Saginaw River in 6th or 7th Ward, Bay City.
				5.95	Bay City Station.....
				.09	.....
				.17	.....
				1.88	.....
				1.88	.....
28	The Monroe & Toledo Railway Company.	Mar. 29, 1893	Association.....	16.00	F. & P. M. R. R. just north of Monroe.
				15.20	Alexis..... m.....
29	The Flint & Pere Marquette Railroad Company.	Jan. 31, 1889	Consolidation...	.48	Saginaw Belt.....
				.70	Zilwaukee Spur.....
				3.21	Coleman Branch.....
				66.10	East Saginaw.....
				20.00	Yale.....
				1.87	E. Saginaw & Bay City Division.
				5.28	Bay City Division.....
				91	Bay City Loop.....
				9.80	St. Clair Division.....
				4.71	Saginaw Belt.....
				2.78	Zilwaukee Spur.....
				2.09	West Shore Spur.....
				3.81	Coleman Branch.....
				55.08	Meredith Branch.....
				4.96	Manistee Division.....
				20.03	Star Lake Branch.....
				20.53	Lake.....
				12.13	*Yale*.....
				2.02	*Meredith Div*.....
				2.64	*Star Lake Branch*.....
				.70	St. Clair Division.....
				.78	Zilwaukee Branch.....
				4.03	Coleman Branch.....
				.16	Mt. Pleasant Division.....

a The articles designated this branch as the "Cass City Branch of Port Huron and Northwestern Railway."
b Port Huron to Sand (Harbor) Beach, later designated Sand Beach Division.
o No's. 20 to 26 inclusive owned roads of three feet gauge only.
c Port Huron to East Saginaw was later designated Eastern Division.
d Later designated, Port Austin Division.
e Later designated, Almont Division.
g Designated Saginaw Belt Line.
h Designated Zilwaukee Spur.
i Designated West Shore Branch, lies between River and J. L. & S. R. R.
k Reported as proprietary up to December 31, 1901.
x M. C. R. R. Lessee, see Annual Report for 1899.
m Trackage rights, Alexis to Toledo, including Toledo Terminals was leased from Ann Arbor R. R. Company, January 27, 1896 for 999 years.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation, conveyed or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Zilwaukee h	1888			
Saginaw City i	1888			
North of Coleman	1888			
Port Austin		Extension of branch a	January 9, 1880	21
Croswell b	May 12, 1879			
Carsonville	Mar. 8, 1880	Change of termini, etc.	November 27, 1880	22
Deckerville	July 5, 1880			
Minden	Aug. 9, 1880			
Sand (Harbor) Beach b	Sept. 13, 1880			
Caseville		Consolidation	September 13, 1882	26
Marlette c	Jan. 17, 1881			
Bay City		Change of termini, etc.	March 2, 1881	23
Detroit.				
East Saginaw		Extension of route	March 22, 1882	24
Mayville	Sept. 21, 1881	Consolidation	September 13, 1882	26
Vassar	Dec. 1, 1881			
East Saginaw c	Feb. 21, 1882			
Port Austin		Consolidation	September 13, 1882	26
Port Austin d	Dec. 11, 1882			
Almont		Consolidation	September 13, 1882	26
Almont e	Oct. 3, 1882			
		Sale and transfer	April 1, 1889	29
		Foreclosure sale	March 23, 1917	120
Saginaw River in Hampton Twp., Bay Co		Stock control	z	29
		Deed of conveyance	May 6, 1903	116
26th Street Bay City	1891			
	1892			
	1894			
	1895			
	189-	Lease		x
State Line, Sec. 6, T. 9 S., R. 8 E		Stock control	From organization	29
Monroe	Nov. 15, 1896	Deed of conveyance	August 27, 1897	29
Line Extension n	June 16, 1889	Sale and transfer	December 6, 1899	116
Extension	1889	Foreclosure sale	March 23, 1917	120
Extension	1889			
Yale	1889	Change to standard gauge		
Tappan	1889			
Loop Line at Saginaw p	1890			
Extensions	1891			
Extensions	1891			
Extensions	1891			
Line Extension	1891			
Line Extension	1891			
Line Extension q	1891			
Line Extension	1891			
Line Extension	1891			
Line Extension	1891			
Line Extension	1891			
Forest Termini r	1891			
Zion s	1891	Abandoned.		
t	1892	Withdrawn.		
	1892	Withdrawn.		
Line Extension	1892			
Line Extension	1892			
Line Extension	1892			
Line Extension	1892			

n This extension was presumably the connection of the Belt Line from Merahon and No. 16 at South Saginaw, including the Saginaw River Bridge.
p Loop Line connecting Detroit, and East Saginaw and Bay City Divisions.
q Between J. L. & S. R. R. and Saginaw River.
r Designated Hoyt's South Branch.
s Part of Old Narrow gauge main line along Black River (See No. 22), after 1889 designated "Black River Division."
t Later designated Harrison Division.
z Report for December 31, 1898 is authority.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
29	Concluded.			5.48	Port Austin
				3.17	*Bay City Division*
				8.43	*Harrison Division*
				8.64	Delray
				.24	Bay City Loop
				.69	St. Clair Division
				.76	Saginaw Belt
				.31	Coleman Branch
				1.57	Crow Island Branch
				22.74	*Harrison Division*
				.84	Coleman Branch
				4.24	Star Lake Branch
				3.37	Manistee Division
				11.49	*Harrison Division*
				5.12	*Manistee Division*
				.68	Bay City Division
				.41	St. Clair Division
				2.04	Coleman Branch
				2.09	Star Lake Branch
				2.22	*Hoyts N. & S. Branch*
				7.02	*Harrison Division*
				2.97	Monroe Branch
				16.75	*S. Clair Division*
				18.33	*Hoyt's North*
				23.55	*Star Lake Branch*
				70.18	*Sand (Harbor) Beach Div.*
				39.98	*Port Austin Division*
				5.26	Jamestown

a This in 1900 designated Warner Branch.
b At Saginaw from Belt Line West of River to Coal Mines in Jamestown Township.
u Spur about 1½ miles North of East Saginaw on E. S. & B. C. Division westerly to Saginaw River.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation, conveved or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Grindstone City	July 31, 1892			
	1893	Withdrawn.		
	1893	Withdrawn.		
(Oak) Redford	Jan. 22, 1893			
Line Extension	1893			
Line Extension	1893			
Line Extension	1893			
Line Extension	1893			
u	1893			
	1894	Abandoned.		
Line Extension	1894			
Line Extension	1894			
Line Extension	1894			
	1895	Abandoned.		
	1895	Abandoned.		
Line Extension	1895			
Line Extension	1895			
Line Extension	1895			
Line Extension	1895			
	1896	Abandoned.		
	1896	Abandoned.		
a	1896			
	1897 to 1899	Abandoned.		
And South Branch	1897 to 1899	Abandoned.		
	1897 to 1899	Abandoned.		
	1898	Changed to stand'd gauge.		
	1898	Changed to stand'd gauge.		
Spur b	1897 to 1899			

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	D. G. R. & W. System.				
30	The Detroit and Howell Railroad Company.	Sept. 21, 1864	Association.....	48.00	Detroit.....
31	Howell and Lansing Rail Road Company	June 23, 1868	Association.....	33.00	Howell.....
32	Detroit, Howell and Lansing Railroad Company.	April 11, 1870	Consolidation...	.....	.....
33	Ionia and Lansing Railroad Company...	Feb. 26, 1866	Association.....	34.00	Ionia.....
34	Ionia and Lansing Railroad Company...	Feb. 5, 1869	Amended articles	125.00	Lansing.....
				23.00	**Lansing**.....
				13.80	**Portland**.....
				19.10	**Ionia**.....
35	The Detroit, Lansing & Lake Michigan Railroad Company.	April 11, 1871	Consolidation...	23.00	**Detroit**.....
				20.74	**Plymouth**.....
				14.03	**Lansing**.....
				28.16	**Brighton**.....
				5.00	**Greenville**.....
				15.00	**Kaywoods**.....
36	Ionia and Stanton Railroad Company...	Dec. 29, 1869	Association.....	22.00	Ionia.....
37	The Ionia, Stanton and Northern Rail Road Company.	July 17, 1872	Association.....	62.00	D., L. & L. M. R. R., 3 miles N. of Ionia.
38	The Patterson Railroad Company.....	Oct. 3, 1870	Association.....	2.00	Patterson's Mills..... k..
39	Detroit, Lansing & Lake Michigan Railroad Company.	Dec. 11, 1872	Consolidation...	19.20	**Ionia (Stanton Junction)**.....
				1.70	**Kiddville**.....
40	Detroit, Lansing and Northern Rail Road Company.	Dec. 27, 1876	Reorganization..	4.40	**Stanton**.....
				1.40	**Slaghts Junction**.....
				4.00	**McBrides**.....
				9.00	**Edmore**.....
41	Detroit, Lansing and Northern Rail Road Company.	Dec. 8, 1879	Amended articles	.....	Extension.....
				25.90	**Blanchard**.....
				1.40	*Slaghts Junction*.....
				5.70	**Rodney**.....
				13.29	**Remus**.....
				11.73	**Mecosta**.....
42	Saginaw and Grand Rapids Railroad Company.	Oct. 23, 1878	Association.....	70.00	St. Louis.....
				3.60	**St. Louis**.....
43	Saginaw Valley and St. Louis Railroad Company.	May 17, 1871	Association.....	34.00	East Saginaw.....
				28.70	**Tittabawassee (Paines)**.....
44	Saginaw Valley and St. Louis Railroad Company.	July 24, 1878	Amended articles	91.00	East Saginaw.....
					St. Louis.....
45	Saginaw Valley and St. Louis Railroad Company.	June 24, 1882	Amended articles	63.00	East Saginaw via Alma.....
				22.00	St. Louis.....
				6.50	Alma.....
46	Ithaca and Alma Rail Road Company..	April 15, 1882	Association.....	7.50	Alma.....
				6.90	**Alma**.....
47	The Chicago, Saginaw and Canada Railroad Company.	Jan. 4, 1873	Association.....	210.00	Grand Haven.....

c The land record of Ionia County shows no reference to No. 36. If Montcalm County record shows no acquisition of real property it is reasonable to presume that nothing further than organization was accomplished by this entity.

d While this plan of reorganization was agreed to February 1, 1896, it was apparently the following year before the merger was accomplished. Haney's research makes it effective January 1, 1897.

e All stock except some shares, not located.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Howell		Consolidation	March 29, 1870	32
Lansing		Consolidation	March 29, 1870	32
		Consolidation	March 16, 1871	35
Lansing		Change of termini, etc.	January 13, 1869	34
Mouth of Pentwater River		Consolidation	March 16, 1871	35
Portland	Nov. 18, 1869			
Ionia	Dec., 1869			
Greenville	Sept., 1870			
Plymouth	June 30, 1871	Consolidation	October 1, 1872	39
Brighton	July 31, 1871			
Williamston	July 31, 1871			
Williamston	Aug. 31, 1871			
Kaywoods	Sept. 30, 1871			
Howards	Nov. 30, 1871			
Stanton		Sale and transfer	c	50
F. & P. M. R. R. at Chippewa, Osceola Co.		Consolidation	October 1, 1872	39
Kiddville		Evidently a donation	July 18, 1872 k	35-39
Stanton	Feb., 1873	Foreclosure sale	December 14, 1876	40
Belding	Autu'n, 1872			
McBrides	Jan., 1878	Change of route and termini.	October 30, 1879	41
Hemmingway	Jan., 1878			
Edmore	Sept., 1878			
Blanchard	Jan., 1879			
Big Rapids		Foreclosure sale	November 10, 1896	57
Big Rapids	July 4, 1880			
Hemmingways	1880	Withdrawn.		
Chippewa	June, 1883			
Weidman	Sept., 1894			
Barryton	Nov., 1894			
Grand Rapids		Stock Control	From organization	42
Alma	March, 1879	Lease in perpetuity	No data	45
		Consolidation as per plan of reorganization.	February 1, 1896 d	57
St. Louis via Saginaw		Change of termini, etc.	July 22, 1878	44
St. Louis	Jan. 1, 1873			
Grand Rapids		Change of termini, etc.	June 20, 1882	45
Mount Pleasant		Stock control e	1879	41
Grand Rapids		Lease		41
Mt. Pleasant		Consolidation as per plan of reorganization.	February 1, 1896	57
Ithaca				
Ithaca		f		45
Ithaca	Dec. 28, 1882			
St. Clair		Change of Route	June 30, 1873	48

f For this fact see History of Gratiot County by Tucker, 1913, page 1231. The connection is not clear but no doubt correct. Mr. L. J. Allen states that right of way was deeded to No. 41, and passed to Ann Arbor R. R. in 1897.

k "Patterson's Mills" (so called) in the Township of Otisco in the County of Ionia. See report to R. R. Com. for 1871. Patterson's Mills is now Belding. The corporate record of No's. 35 and 39 show that this road was a donation to the successor company. It was incomplete, but evidently a substantial cash donation accompanied the unfinished road.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
48	The Chicago, Saginaw and Canada Railroad Company.	Aug. 22, 1873	Amended articles	220.00	Grand Haven via Fruitport
				12.90	**St. Louis**
				7.10	**Riverdale**
				3.50	**Cedar Lake**
				12.00	**Edmore**
49	Saginaw and Western Railroad Company	June 7, 1883	Reorganization	50.00	St. Louis
				10.80	**Lake View**
				3.70	*St. Louis*
50	Grand Rapids, Lansing and Detroit Railroad Company.	May 17, 1887	Association	53.00	Grand Rapids
				53.01	**Grand Ledge**
				2.53	**Oakland Park**
51	Detroit Western Transit and Junction Railroad Company.	May 2, 1881	Association	8.00	Mich. Cent. R. R. and Woodbridge Street. m
					Main line (as above)
52	Detroit Western Transit and Junction Railroad Company.	Mar. 14, 1882	Amended articles	4.00	East Line of Water Lot 10 n.
53	Detroit Western Transit and Junction Railroad Company.	Mar. 18, 1882	Amended articles	4.00	Same as last above
54	The Detroit Union Railroad Depot and Station Company.	June 11, 1881	Association	.....	Trumbull Ave. btw. Fort and Woodbridge Streets.
					Main Line
55	The Detroit Union Railroad Depot and Station Company.	April 19, 1882	Amended articles	3.24	**Delray**
56	Fort Street Union Depot Company	Aug. 24, 1889	Association	1.36	**18th Street Detroit**
57	Detroit Grand Rapids & Western Railroad Company.	Dec. 4, 1896	Reorganization and consolidation.	.....	Property rights and franchises
	C. & W. M. System.			*6.90*	*Alma*
58	Chicago and Michigan Lake Shore Rail Road Company.	April 24, 1869	Association	30.00	St. Joseph
59	Lake Shore Railroad Company of Western Michigan.	July 3, 1869	Association	90.00	St. Joseph
60	Chicago and Michigan Lake Shore Railroad Company.	July 19, 1869	Consolidation	27.50	**New Buffalo**
61	The Grand Rapids and Lake Shore Railroad Company.	Feb. 11, 1869	Association	50.00	Grand Rapids q
62	The Grand Rapids and Lake Shore Railroad Company.	June 4, 1870	Amended articles	120.00	Grand Rapids
63	Chicago & Michigan Lake Shore Railroad Company.	Sept. 24, 1870	Consolidation	15.80	**Nunica**
				34.00	**St. Joseph**
				21.55	**Grand Junction**
				15.66	**Muskegon**
64	The Grand Rapids and Holland Railroad Company.	April 17, 1871	Association	26.00	Grand Rapids
65	The Chicago and Michigan Lake Shore Railroad Company.	Dec. 19, 1871	Consioldation r	24.50	**Holland**
66	The Montague Pentwater and Manistee Railroad Company.	July 11, 1871	Association	65.00	C. & M. L. S. R. R. at Montague
67	The Chicago and Michigan Lake Shore Railroad Company.	Dec. 19, 1871	Consolidation r	27.00	**Montague**
68	The Muskegon and Big Rapids Railroad Company.	Dec. 7, 1871	Association	50.00	Muskegon
69	Chicago and Michigan Lake Shore Railroad Company.	Oct. 24, 1872	Consolidation	51.50	**Muskegon**
70	Chicago and West Michigan Railroad Company.	Dec. 28, 1878	Reorganization	3.20	**Mears**
				13.10	**Woodville** t

g This was property of No. 45 and was transferred to Toledo, Ann Arbor & North Michigan Ry. Mr. C. G. Luce is authority for ownership at time of transfer.

h This Branch was sold to Ann Arbor R. R. Company. (See Ann Arbor Outline)

i The Wabash R. R. also enjoys lease made in 1882 and is therefore a joint tenant with the P. M. R. R.

j The Wabash R. R. Co. and the Canadian Pacific Ry. Co. were joint proprietors at organization, and joint lessees in the lease of December 10, 1889.

m All in Detroit and Wayne County.

n On this line between Woodbridge Street and Detroit River.

o "Between said crossing and the River Rouge, in said Town of Springwells."

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
St. Clair		Foreclosure sale	May 10, 1883	49
Riverdale	Aug. 15, 1875			
Cedar Lake	Dec. 1, 1875			
Edmore	Oct. 1, 1878			
Lake View	Aug. 1, 1879			
Howard City		Stock control	June 5, 1883	41
Howard City	Aug., 1886	Lease for 30 years	July 1, 1883	41
Alma g	1883	Consolidation as per plan of reorganization.	February 1, 1896 d	57
Grand Ledge		Stock Control	May 13, 1887	41
Grand Rapids	Aug., 1888	Lease	1888	41
Reed's Lake	Aug., 1888	Consolidation as per plan of reorganization.	February 1, 1896	x57
L. S. & M. S., T. C. S. & D. & D. B. & St. L. R. Rs. North of mouth of River Rouge.		Change of route, etc.	March 7, 1882	52
Grand Trunk Junction in Springwells Twp.		Instrument of Con.	August, 1881	54
Near Det. But. & St. L. R. R. and Dearborn Road Crossing. o		Change of route	March 17, 1882	53
Same as last above p		Contract to operate and maintain.	April 12, 1882	54
D B & St. L. R. R. at L. S. & M. S. Ry. (Delray).		Change of capitalization, etc.	April 17, 1882	55
D. L. & N. R. R. & G. T. R. R. Crossing (at Junction Ave. Crossing).				
18th Street, Detroit	1882	Joint lease i	July 1, 1889	29, 41
3rd Street, Detroit	Jan., 1893	Stock Control j	At organization	29
		Lease in perpetuity	December 10, 1889	41
of No. 41 and allied lines		Sale and transfer	December 7, 1889	116
		Foreclosure sale	March 28, 1917	120
Ithaca	1897	Sale and transfer		h
Indiana State Line		Consolidation	July 12, 1869	60
Muskegon		Consolidation	July 12, 1869	60
St. Joseph	Feb. 2, 1870	Consolidation	August 15, 1870	63
Whitehall		Change of N. terminus	May 21, 1870	62
Manistee		Consolidation	August 15, 1870	63
Muskegon	1870	Consolidation	October 25, 1871	65
Grand Junction	Feb. 28, 1871			
Nunica	June 30, 1871			
Montague	June 30, 1871			
Holland		Consolidation	October 25, 1871	65
Grand Rapids	Jan 1, 1872s	Consolidation	October 25, 1871	67
Manistee		Consolidation	October 25, 1871	67
Pentwater	Jan. 1, 1872	Consolidation	July 27, 1872	69
Big Rapids		Consolidation	July 27, 1872	69
Big Rapids	July 21, 1873	Foreclosure sale	November 15, 1878	70
Hart	July 1, 1880	Change of N, terminus	April 20, 1881	71
Muskegon River	1880			

p Change was in details of route.

q Articles stipulated route via Lamont, Eastman, Nunica, Crawville and Muskegon. No. 62 stipulates Fruitport, Pentwater and Ludington also. For construction data as to No. 62 Nunica to Muskegon see Mich. Pio. & Hist. Coll., IX, p. 277 which shows that property was transferred to No. 63 August 17, 1870. Perhaps it was not operated until 1871.

r There is nothing to indicate which is the prior corporation as between No's 65 and 67. The effect is that two separate consolidations were perfected by No. 63 of the same date and there is nothing in Articles to show that stockholders of No's 64 and 66 ratified this dual consolidation, although each ratified its particular agreement.

s Baxter makes this date January 6, 1872.

t Designated Muskegon River Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
71	Chicago and West Michigan Railroad Company.	May 2, 1881	Amended articles	216.00	State Line
				25.00	Holland
				55.00	Muskegon
72	White River Railroad Company	Nov. 14, 1879	Association	13.00	White Cloud
				5.12	**White Cloud**
				7.88	**Mud Lake**
				4.00	**Crooked Lake**
				12.00	**West Troy Junction**
73	Allegan and Holland Railroad Company.	July 2, 1868	Association	25.00	Allegan
74	The Michigan Lake Shore Rail Road Company.	Feb. 16, 1869	Association	22.00	Ferrysburg
75	The Muskegon and Ferrysburg Rail Road Company.	Jan. 22, 1869	Association	17.00	Ferrysburg
76	The Michigan Lake Shore Rail Road Company.	Oct. 31, 1869	Consolidation	.....	Allegan
				15.00	**Ferrysburg**
					Branch to Lake Shore
77	The Michigan Lake Shore Rail Road Company.	Nov. 9, 1869	Amended articles	180.00	Allegan via Muskegon
				43.80	**Allegan**
					Branch to Lake Shore
78	Grand Haven Railroad Company	Sept. 27, 1878	Reorganization	*34.00*	*C. & W. M. Crossing, Holland*
79	Grand Haven Railroad Company	May 24, 1881	Amended articles	66.00	Holland
80	The Grand Rapids, Newaygo and Lake Shore Railroad Company.	Sept. 11, 1869	Association	80.00	Grand Rapids
				14.70	**Grand Rapids**
				7.65	**Sparta**
				13.70	**Casnovia**
81	Grand Rapids, Newaygo and Lake Shore Railroad Company.	Mar. 15, 1877	Amended articles	110.00	Grand Rapids
				10.57	**Newaygo**
82	Indiana and Michigan Railroad Company.	Indiana	Corporation	13.67	**New Buffalo**
				23.12	**LaPorte, Ind.**
83	Muskegon Lake Railroad Company	Dec. 18, 1879	Association	5.00	Grand Haven R. R., Muskegon
				4.70	**Muskegon**
				1.30	**Muskegon**
84	Grand Rapids Transfer and Junction Railroad Company. z	Feb. 2, 1882	Association	1.00	C. & W. M. Ry. at Front St.
				1.00	**C. & W. M. Ry. and S. Front St.**
85	Elk Rapids Williamsburg and Southern Railroad Company.	June 12, 1889	Association	9.00	Elk Rapids
85a	Detroit, Charlevoix and Escanaba Rail Road Company.	Mar. 9, 1887	Association	60.00	Harbor of Charlevoix
85b	Detroit, Charlevoix and Escanaba Rail Road Company.	Jan. 16, 1888	Amended articles	107.00	Grayling via Harbor of Charlevoix.
86	Chicago and North Michigan Railroad Company.	March 2, 1891	Association	135.00	Leland
				21.58	**Traverse City**
				67.51	**Williamsburg**
				4.08	**Cherrie**
87	Grand Rapids, Kalkaska & Southeastern Railroad Company.	Sept. 14, 1897	Association	30.00	Van Buren
87a	Grand Rapids, Kalkaska & Southeastern Railroad Company.	Oct. 14, 1897	Amended articles	52.00	Elk Rapids
				32.90	**Rapid City**
				4.82	**Mahan**
				2.70	**Naples**
88	Chicago and West Michigan Railway Company.	Oct. 1, 1881	Consolidation	500.00	La Crosse, Ind
					Holland
					Holland
					Muskegon
				27.35	*Fruitport via Nunica* c
				3.90	**Muskegon River Branch**
				3.50	**Kirks Junction**
				9.00	*Muskegon River*
				2.46	*Muskegon River Branch*

u Crooked Lake is at or near Station Kopje of 1913 Railroad Map.
v 1869 report shows that contractors operated as they progressed. See also Michigan Pio. & Hist. Coll., Vol. IX, p. 277-78. For Branches see articles of No. 78.
w See articles of No. 79 for this transfer. Amended articles makes Holland the North terminus.
x Articles fix Oceana or Mason County as shore terminus.
y Amended articles increasing capital stock filed December 7, 1880, $34,600.00 in stock held as asset by C. & W. M. Ry. Dec. 31, 1899. This Branch was designated South Horn Branch in 1898 report. See report of this company for 1886.
z For mention of No. 84 see also Baxters Hist. of Grand Rapids, page 538.
a Designated Ironton Branch in P. M. Reports.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—CON.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Manistee (via Shore Counties)		Consolidation	July 16, 1881	88
Grand Rapids.				
Big Rapids.				
Crooked Lake u		Stock Control	At organization	70
Mud Lake	April 1, 1880	Lease for 999 years	April 1, 1880	70
Crooked Lake	Dec., 1881	Sale and transfer	February 7, 1884	88
New Troy	Dec., 1882			
Baldwin	Dec. 8, 1883			
Holland		Consolidation	September 29, 1869	76
Holland		Consolidation	September 29, 1869	76
Muskegon Harbor		Consolidation	September 29, 1869	76
Outlet of Muskegon Lake		Ext. to Traverse City	October 29, 1869	77
Muskegon	Dec., 1869w			
at Muskegon.				
Traverse City		Foreclosure sale	June 19, 1878	78
Grand Haven	Aug. 29, 1870			
at Grand Haven.				
Muskegon Harbor	w	Sale and transfer	Prior to May 20, 1881	70
		Change of termini, etc	May 20, 1881	79
Battle Creek		Consolidation	July 16, 1881	88
Shore of Lake Michigan x		Change of N. terminus, Manistee.	June 16, 1875	81
Sparta	May 9, 1872			
Casnovia	June, 1872			
Newaygo	Sept. 11, 1872			
Manistee		Consolidation	July 16, 1881	88
White Cloud	Sept. 24, 1875			
LaPorte, Ind.	May 24, 1882	Consolidation	July 16, 1881	88
La Crosse, Ind.	Nov. 12, 1882			
Mouth of Muskegon Lake		Stock Control y	1886	88
Port Sherman	1881	Deed of conveyance	October 1, 1900	116
Port Sherman (extension)	1882			
River Avenue, Grand Rapids		Verbal lease	1886	88
River Ave. Crossing, L. S. & M. S. Ry.	June 1, 1882			
Williamsburg		g		
Grayling		Change of N. terminus, etc	November 15, 1887	85b
Straits of Mackinaw		Surrender of route h	1891	86
Straits of Mackinac		Stock Control 100%	From organization	88
Elk Rapids	Jan. 3, 1892	Lease for 999 years	June 1, 1891	88
Bay View	July 17, 1892	Sale and transfer	November 3, 1899	88
Ironton a	Sept. 26, 1892	Foreclosure sale	March 26, 1917	120
Lake City		Change of termini	October 4, 1897	87a
Grayling		Lease for 10 years	b	88
Stratford	Jan. 10, 1898	Stock Control 100%	1903	88
Souls				
Branch				
Manistee		Deed of conveyance	December 7, 1899	116
Grand Rapids.		Foreclosure sale.	March 28, 1917	120
Battle Creek.				
Big Rapids.				
Holland c	1881	Abandoned.		
Extension	1881			
Pickands	1881			
Stimson's Camp	1883	Abandoned.		
Logging Camps	1884	Abandoned.		

b See C. & W. M. Ry. Rept. for 1898 as to this lease.

h No positive public record exists of a transfer of the property of No. 85b to No. 86. However, the corporate minutes of the latter company shows (pages 21 and 27) that the subject of purchase of the former company of certain tangible property was under negotiation, and that finally the rights of the former were surrendered and titles taken by the latter company from original grantors in its name. Seemingly prior transfers to the former company were not of record and were cancelled.

c This track withdrawn was old main line of No. 63. See Mich. Pio. & Hist. Coll., Vol. IX, p. 278, as to this transaction.

g There is no evidence that No. 85 passed to No. 86. It held a franchise over the route later utilized by No. 86 and may have been transferred.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
88	Concluded.			2.37	Lilley Junction..... d.....
				5.54	*Muskegon River*.....
				7.10	Resort Junction (Waverly).....
				2.20	Muskegon.....
				74.13	Baldwin.....
				7.10	*Resort Junction*.....
				3.90	*Brookings* (New Troy).....
				2.40	*Lilley Junction*.....
				2.20	*Muskegon*.....
				9.62	Clary.....
				6.18	Macatawa Junction (Cronje)....
	MISCELLANEOUS ROADS.				
89	Paw Paw Railroad.....	Sept. 16, 1857	Association.....	4.28	Paw Paw.....
				4.00	Paw Paw.....
90	Van Buren Division of the Toledo and South Haven Railroad.	April 21, 1876	Association.....	22.00	Lawton..... l.....
				9.00	Paw Paw.....
91	Van Buren Division of the Toledo and South Haven Railroad Company.	Aug. 4, 1882	Amended articles.....		Lawton.....
				6.60	Lawrence.....
92	The Lake Michigan Division of the Toledo and South Haven Railroad Company.	Nov. 25, 1884	Association.....	16.00	Hartford.....
93	Toledo and South Haven Railroad Company.	Sept. 11, 1886	Amended articles	36.00	Lawton..... n.....
94	Toledo and South Haven Railroad Company.	Sept. 2, 1887	Consolidation...	17.00	Hartford.....
95	South Haven & Eastern Railroad Company.	May 23, 1894	Association.....	37.00	South Haven.....
96	The Kalamazoo, Lowell and Northern Michigan Railroad Company.	Nov. 20, 1871	Association.....	68.00	Kalamazoo via Hastings and Lowell.
97	Hastings, Lowell and Northern Michigan Railroad Company.	July 9, 1883	Association.....	32.00	Hastings.....
98	Lowell and Hastings Railroad Company.	May 6, 1887	Association.....	21.00	Lowell.....
				12.50	Lowell.....
99	Grand Rapids Belding & Saginaw Railroad Company.	Nov. 15, 1898	Association.....	44.00	Greenville.....
				16.44	Lowell.....
100	Saginaw, Tuscola and Huron Railroad Company.	Feb. 24, 1881	Association.....	60.00	Saginaw River in East Saginaw..
				36.90	Saginaw.....
				9.10	Sebewaing.....
				18.38	Bart.....
101	St. Joseph Valley Railroad Company...	Feb. 4, 1880	Association.....	14.00	Berrien Springs..... q....
				10.00	Buchanan..... o....
102	St. Joseph Valley Railroad Company...	Jan. 19, 1882	Amended articles	30.00	St. Joseph..... p....
103	The South Bend and St. Joseph Railroad Company.	Indiana	Corporation.....	.....	.....
104	The St Joseph Valley Railroad Company.	June 12, 1884	Consolidation...	*10.00*	*Buchanan*.....
105	St. Joseph Valley Railway Co.....	Aug. 1, 1889	Reorganization..	.....	Mouth of St. Joseph River.....
				10.00	Buchanan.....
				10.00	*Buchanan*.....

d Lilley Junction was just south of White Cloud.
e Designated Ottawa Beach Branch in 1898 report.
f Designated Turtle Lake Branch in 1898.
l Via Paw Paw and Lawrence.
j Conveys "the entire railroad *** as now *** constructed *** or partly constructed" together with equipment and intangibles.
n Via Paw Paw, Lawrence and Hartford.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Sisson's Mill	1884			
Branch	1888	Branch abandoned.		
Ottawa Beach	1890			
North Horn	1890			
Traverse City	1890			
Ottawa Beach ... e	1891	Withdrawn.		
West Troy	1895	Abandoned.		
Sissons	1895	Abandoned.		
North Horn	1895	Abandoned.		
Honor ... f	1895			
Ottawa Beach	Reopened 1896			
M. C. R. R., Antwerp Twp		Deed of conveyance	September 9, 1886	93
Lawton	Sept., 1867	Consolidation	March 7, 1887	94
Black River at Bangor		Change of W. terminus	June 26, 1882	91
Lawrence	Oct. 1, 1877			
C & W. M. R. R., Hartford		Change of name and extending route to south.	September 9, 1886	93
Hartford	Mar. 8, 1883			
South Haven		Deed of conveyance .. j	September 9, 1886	93
South Haven		Consolidation	Mar. 7, 1887	94
South Haven	July 27, 1887	Sale and transfer	May 23, 1894	95
Lawton		Sale and transfer	April 1, 1903	116
Smyrna		Deed of conveyance .. g	Aug. 29, 1883	97
Smyrna		Deed of conveyance .. h	May 31, 1887	98
Hastings		Deed of conveyance .. i	May 1, 1899	99
Freeport	Dec., 1887			
Hastings		Stock control	1900	116
Belding	Jan. 1, 1900	Deed of conveyance	May 6, 1903	116
		Foreclosure sale	March 24, 1917	120
Caseville and Bad Axe		Stock control, ... k	January, 1900	116
Sebewaing	April 4, 1882	Lease for 999 years	February, 1900	116
Bay Port	June 15, 1884	Deed of conveyance	May 6, 1903	116
Bad Axe	July 1, 1886			
State Line Bertrand Twp		Change of terminus, etc.	January 12, 1882	102
Berrien Springs	Sept. 1, 1881			
State Line Bertrand Twp		Consolidation	June 2, 1884	104
		Consolidation	June 2, 1884	104
Berrien Springs	x 1886	Foreclosure sale	May 7, 1889	105
State Line, Bertrand Twp		Consolidation	April 6, 1897	107
Berrien Springs	a 1889			
Berrien Springs	July 15, 1893	Operation suspended.		

g All property tangible and intangible from Grand River Valley R. R. at Hastings to village of Smyrna, conveyed. Ionia Deeds, L. 87, P. 397.
h All property from G. R. V. R. R. at Hastings to Lowell, conveyed, Ionia deeds, L. 87, P. 403.
i All property, Lowell to Hastings, 21 miles, conveyed. Ionia Deeds, L. 119, P. 476.
k All but 13 shares which could not be located.
o This was a narrow gauge road.
p Via Berrien Springs and Buchanan.
q Via Buchanan.
x Operation suspended by order of Commissioner of Railroads.
a Gauge was made standard and operations resumed in 1889.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
106	Benton Harbor and South Eastern Railway Company.	Indiana	Corporation....	.....	Napanee, Indiana.....
107	Milwaukee, Benton Harbor & Columbus Railway Company.	Aug. 10, 1897	Consolidation...	16.86	**Benton Harbor**.....
				10.00	**Berrien Springs**.....
108	*The Benton Harbor, Coloma and Paw Paw Lake Train Railway Company.*	Sept. 12, 1895	Association.....	11.00	Benton Harbor.....
				2.72	**Coloma**.....
109	Sanilac Railroad Company.....	Nov. 20, 1901	Association.....	7.00	Carsonville.....
				6.32	**Poland**.....
110	Huron & Western Railroad Company...	May 27, 1902	Association.....	11.00	Sec. 15, T. 14 N., R. 5 E.....
				9.93	**North Bay City**.....
				1.45	**Main Line**.....
111	Harbor Beach and Port Hope Railroad Company.	Mar. 26, 1903	Association.....	8.00	Harbor Beach.....
				7.80	**Harbor Beach**.....
112	Toledo Railway and Terminal Company.	Ohio	Corporation....	.....	**Cherry St. Depot**.....
113	Toledo Terminal Railroad Company....	Ohio Corp....	Reorganization..	.....	.....
114	Pere Marquette Railroad Company.....	Sept. 21, 1899	Association.....	35.00	Pentwater.....
115	Pentwater and Manistee Railroad Company.	Nov. 1, 1899	Amended articles	.....	No change.
116	Pere Marquette Railroad Company....	Nov. 1, 1899	Association.....	.....	Franchises and routes of.....
				1.26	**Elk Rapids Branch**.....
				3.43	**Gerber**.....
				4.94	**Comfort (Antrim County)**.....
				2.69	**Dix (Charlevoix County)**.....
				2.28	**North Horn**.....
				1.70	**Trowbridge**.....
				2.38	**Town Line Lake**.....
				.99	**Lyons Branch**.....
				1.59	**Sterling**.....
				2.16	**Fourth Ward**.....
				2.08	**Development**.....
				5.40	**Sweetwater**.....
				1.84	**Marigold**.....
				2.56	**Stearns**.....
				1.14	**Great Northern**.....
				1.15	**Belt Line**.....
				.31	**Great Northern**.....
				2.41	**Newaygo Portland**.....
				12.19	**Greenville**.....
				34.09	*Port Huron*.....
				2.97	*Warner Branch*.....
				1.55	*Crow Island*.....
				1.38	*Cherrie*.....
				2.38	*Town Line Lake*.....
				5.47	*Chippewa Lake*.....
				1.57	*Sterling*.....
				5.40	*Sweetwater*.....

y Prof. Friday is authority.
s Mr. Haney is authority.
r Pere Marquette Documents show June 1, 1903 as date of purchase.
s Built by Pere Marquette Railroad Company.
t Joint control is exercised with other companies.
c Control was apparently through Pool of F. & P. M., D. G. R. & W. and C. & W. M. interests.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
State Line		Consolidation	April 6, 1897	107
Berrien Springs	Aug. 24, 1897	Sale and transfer	April 1, 1903	y116
Buchanan	Oct. 4, 1897	Deed of conveyance	May 6, 1903	s116
Paw Paw Lake		Deed of conveyance	May 7, 1903	116
Paw Paw Lake	1896			
Sanilac Center		Deed of conveyance	May 6, 1903 r.	116
Sandusky	June 1, 1903			
East Line, T. 14 N., R. 3 E		Stock Control	August 6, 1903	116
Wolverine Mine No. 3	1903	Lease		116
Wolverine Mine No. 2	1903			
Port Hope		Stock Control	From organization	116
Port Hope s	Oct., 1903	Deed of conveyance	December 21, 1903	116
Toledo, Ohio		Stock control 100%	June, 1905	116
		Foreclosure sale	May 28, 1907	113
		Stock control 20%	November 1, 1907 t.	119
Manistee		Stock control	At organization	c
		Change of name b.	October 31, 1899	115
Constituent Lines acquired	1900	Consolidation	August 12, 1907	119
Extension	1900			
End of Track	1900			
End of Track h	1900			
Essex i	1900			
Branch k	1900	Service restored.		
Agricultural College	1900			
Branch	1900			
	1900			
Branch	1900			
Branch d	1900			
Branch e	1900			
Branch	1900			
Branch	1900			
Branch	1900			
Cement Co. Branch f	1900			
Branch g	1900			
Cem. Co. Extension	1901			
Cem. Co. Branch	1901			
Stanton	1901			
Almont	1903	Change to standard gauge.		
At Monroe	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		
Ironton	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		

b It was also, by a unanimous vote of the stock holders, "determined that the former name of this company 'Pere Marquette Railroad Company' may be assumed by any other corporation organized or to be organized under the laws of the State of Michigan."

h Designated Finch Creek Branch.

i Designated Essex Branch.

k At Muskegon.

d At Ludington.

f Marlboro's.

g Muskegon.

e At Ludington.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
116	Concluded.			1.84	*Marigold*
				2.56	*Stearns*
				2.41	*Newaygo Portland*
				1.03	*South Horn*
				.96	*Gt. North Cem. Co*
				1.85	Gerber
				1.79	*Comfort*
				1.06	*Mershon*
				2.73	*Saginaw Belt*
				7.88	*End of Branch*
				4.03	*Reduced Miles*
				.20	Hart
				1.02	Hart
				3.04	Stratford
				2.67	Wells Branch
				.81	Saginaw Spur
				1.04	Saginaw Spur
				4.20	Spur
				.93	Spur
				3.45	Foss
				3.29	Bay City Spur
				1.90	South Bay City
				2.72	*Coloma*
117	Pere Marquette Railroad Company of Indiana.	Mar. 30, 1903	Association	20.68	Alfred
				25.32	Porter, Indiana
118	Marlborough Railroad Company	July 16, 1906	Association	1.00	Marlborough Junction 1..
119	Pere Marquette Railroad Company	Dec. 11, 1907	Reorganization and consolidation.	33.82	*South Haven*
				2.67	*Wells*
				5.28	*Gerber*
				3.15	*Comfort*
				5.25	*Macatawa Junction*
				23.66	*London, Ontario*
				2.70	*Dix*
				2.70	*Naples Branch*
				4.82	*Mahan*
				13.71	*Spencer*
				.35	*Gerber*
120	Pere Marquette Railway Company	Mar. 13, 1917	Articles of Ass'n.		All lines of predecessors.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Branch	1902 to 1906	Abandoned.		
Branch	1902 to 1906	Abandoned.		
Cement Co. Branch	1902 to 1906	Abandoned.		
Muskegon	1902 to 1906	Abandoned.		
Spur	1902 to 1906	Reduced mileage.		
End of Track	1902 to 1906	Extension.		
End of track	1902 to 1906	Reduced mileage.		
Zilwaukee	1902 to 1906	Reduced mileage.		
Line	1902 to 1906	Adjustment.		
Beaverton	1902 to 1906	Abandoned.		
Almont	1902 to 1906	Reduced mileage.		
Extension	1902 to 1906			
Union Station	1902 to 1906			
Spur	1902 to 1906			
Blasser	1902 to 1906			
Brewer Street	1902 to 1906	Adjustment.		
Salt Street	1902 to 1906	Adjustment.		
Steiners	1902 to 1906			
Shiawassee Mine	1902 to 1906			
What Cheer Mine	1902 to 1906			
North Water Street	1902 to 1906			
Spur	1902 to 1906			
Paw Paw Lake	Mar. 23, 1907	Lease to April 15, 1932	o	
Porter, Indiana	Dec. 15, 1903	Stock control 100%	At organization	116
Hammond, Indiana		Consolidation	August 12, 1907	119
		Foreclosure sale	March 27, 1917	120
Marlborough				119
		Foreclosure sale	March 15, 1917	p120
Lawton	Jan. 24, 1910	Lease to April 1, 1920		x
Blasser	Year ended June 30, 1911	Abandoned.		
End of Spur	Year ended June 30, 1911	Abandoned.		
End of track	During year ended June 30, 1914	Abandoned.		
Ottawa Beach	During year ended June 30, 1914	Sale and transfer		a
Port Stanley	July 1, 1914	Expiration of lease.		
Essex	During year ended June 30, 1915	Abandoned.		
	During year ended June 30, 1915	Abandoned.		
Souls	During year ended June 30, 1915	Abandoned.		
Stratford	Aug. 14, 1915	Abandoned.		
Spur	Aug. 14, 1916	Abandoned.		

o Transfer of this Branch was made to Benton Harbor, St. Joe Railway and Light Company.

p The Masters Deed conveys an extensive schedule of securities of corporations, predecessors in title to property foreclosed, and other corporations. This transfer was to John L. Cramer and Clarence S. Sikes, Assignees, presumably in trust for the company. Capital stock of numbers 100, 88, 57, 29, 99, 86, 81, 119, 107, 95, 27, 79, 50, 83, 42, 45, 110 and 108, were included and it seems to appear that property of some of old companies passes to No. 120 by virtue of stock control.

x Kalamazoo Lake Shore & Chicago Ry. Co. was lessee.

a Sold to Grand Rapids, Holland and Chicago Ry.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	ARCADIA & BETSEY RIVER RAILWAY.				
1	.....	.....	.....	.....	..... a.....
2	Arcadia & Betsey River Railway.....	Sept. 25, 1895	Association.....	21.50	Arcadia.....
				21.00	**Arcadia**.....
				1.00	**Butwell Spur.**
				1.00	*Butwell*.....
				3.70	*Henry*.....
	BLANEY & SOUTHERN RAILWAY.				
1	*Blaney and Southern Railway Company*..	Oct. 18, 1902	Association.....	7.50	M., St. P. & S. S. M. Ry. on N. E. ¼ of N. E. ¼ of Sec. 22, T. 42 N., R. 13 W.
				8.00	**Blaney Junction**.....
				8.00	**Forest Branches**.....
	BOYNE CITY, GAYLORD & ALPENA RAILROAD.				
1	Boyne City and Southeastern Railroad Company.	May 3, 1893	Association.....	7.00	Pine Lake, Boyne City.....
				7.00	**Boyne City**.....
				1.00	**Camp**.....
2	Boyne City and South Eastern Railroad Company.	Aug. 27, 1894	Amended articles	32.00	South Arm Pine Lake, East Jordan. Boyne Falls..... Industrial.....
				.70	**Main Line**.....
				5.00	**Whites Junction**..... c.. **Camp No. 2**.....
				.38	**Camp**.....
				2.00	**New Camps, Main Line**.....
				4.00	**New Camps Extension**.....
3	The Boyne City and Southeastern Railroad Company.	Nov. 8, 1897	Amended articles	32.00	South Arm, Pine Lake.....
				16 00	Main Line, N. E. ¼ of S. E. ¼ of Sec. 8, T. 32 N., R. 5 W.
				5.00	**Thumb Lake Junction**.....
				5.00	**Guerin**.....
				2.00	**Maple Slope**.....
				1.00	**White's Siding**.....
				.53	*Main Line*.....
				.32	*Boyne Falls*.....
				1.00	**Main Line**.....
				3.70	**Thumb Lake Junction**..... e..
				3.50	**Gaylord Junction**..... f..
				3.61	**Moore**..... d..
				6.80	*Moore*.....
				2.20	**Camp No. 2**..... i..
				2.40	*Thumb Lake*.....
4	Boyne City, Gaylord and Alpena Railroad Company.	Mar. 28, 1905	Association.....	110.00	Boyne City via..... Includes proposed.....
				17.50	**Near Boyne Falls**.....
				12.10	**Project**.....
				7.40	**Cushman**.....
				3.80	**Camp 10**.....
				4.50	**Project**.....
				3.00	**Cushman**.....
				20.40	*End of Branch*.....
				3.80	*Camp No. 10*.....
				4.00	*Project*.....

a This road evidently existed as a forest road prior to the corporate organization. At least a purchase is shown in annual report.

b The Wisconsin Land & Lumber Company controls this road and apparently its operations are largely as a facility for this company.

c The record seems to indicate that this White's Junction was in the original 7.00 miles, .82 miles from Boyne Falls. In 1904 it was called Moore and still bears that name.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
.....	.....	Sale and transfer.....	September 25, 1895.....	2
A. A. R. R., Copemish.				
Copemish.....	Dec. 12, 1896			
Timberlands.....	1917	Abandoned.		
Copemish.....	Nov. 30, 1918	Abandoned.		
¼ line Sec. 16, T. 43 N., R. 13 W.....	.....	Stock control.....	October 21, 1909.....	b
Bear Creek.....	No data.			
.....	No data.			
South ¼ post of Sec. 21, T. 32 N., R. 5. W.....	.....	Change of name, termini, etc.	August 8, 1894.....	2
Boyne Falls.....	Aug. 28, 1893			
Banking Ground.....	1893			
Boyne Falls via Boyne City.....	.....	Change of name, termini, etc.	October 26, 1897.....	3
R. R. Junction at Alba.				
Branches.				
Saw Mill and Dock.....	1895			
Camp No. 2.....	Nov. 12, 1894			
New Camps.....	Dec. 2, 1895			
Banking Ground.....	1895	Extension.		
Extension.....	Dec. 20, 1896			
Maple Slope.....	Nov. 20, 1897			
Alba, as above.....	.....	Sale and transfer.....	.....	4
Vanderbilt.				
Guerin.....	May 20, 1898			
Thumb Lake.....	Nov. 25, 1899			
Whites Siding.....	Dec. 30, 1899			
Headquarters.....	Dec. 20, 1900			
Headquarters.....	1901	Reduced mileage.		
G. R. & I. tracks.....	1901	Apparently abandoned.		
Saw Mills and Docks.....	1901	Extensions.		
Thumb Lake.....	1901	Extension.		
B. C. Lumber Co. Camp.....	Oct. 1, 1903			
Southerly.....	1903	Extensions.		
Headquarters.....	1904	Reduced mileage.		
Branch Lake.....	June 1, 1904			
Branch.....	1904	Reduced mileage.		
Gaylord to Alpena.				
lines of No. 3.				
Gaylord.....	1905			
Headquarters.....	1905	Extensions.		
Branch Lake g.....	1905	Extensions.		
Spring Water.....	1905			
Headquarters.....	Year ended June 30, 1908	Extension.		
Branch Lake..... g....	Year ended June 30, 1908	Extension.		
Camp No. 8..... g....	Year ended June 30, 1913	Abandoned.		
Springwater.....	Year ended June 30, 1914	Abandoned.		
Headquarters	Year ended June 30, 1914	Abandoned in part.		

d This is added mileage reported in 1903 covering descriptions previously reported. Maps indicate that line southerly from Boyne Falls was relocated so as to run via a point about 1.75 miles east of original location at the line between Charlevoix and Antrim counties.

e This was called Cushman in 1904 and still known by that name.

f Gaylord Junction seems to be called Von Platen in 1904 and is evidently on Thumb Lake Branch.

g Evidently this is on the branch first designated Thumb Lake Branch.

i This Camp No. 2 appears to be a different location than the one reported in 1894.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
4	Concluded.			25.00	Gaylord
				7.00	*Camp No. 8*
				5.00	Camp 25
				21.58	*Project* k
				10.63	*Various branches and spurs* i
				5.77	Atlanta
				33.20	Dobbins
	CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.				
1	Ontonagon and State Line Railroad Company.	Aug. 20, 1856 April 11, 1857	Association Acceptance	80.00	Ontonagon United States
2	Chicago, St. Paul & Fond du Lac Railroad Company.	May 18, 1857	Consolidation		a
3	The Ontonagon and Brule River Railroad Company.	Sept. 10, 1880	Association	80.00 20.00 26.10	Ontonagon Ontonagon End of First 20 miles
4	Milwaukee & Northern Railroad Company.	Wisconsin	Corporation		
5	Republic Branch Railroad Company	Sept. 28, 1881	Association	50.00	Menominee River, Sec. 9, T. 39 N., R. 30 W. c
6	Menominee Branch Railroad Company d	July 9, 1883	Association	8.00 1.44	Menominee River in T. 31 N., R. 27 W. Menominee River
7	The Milwaukee and Northern Railroad Company.	Sept. 2, 1887	Consolidation	1.31 58.00 47.05	Property, franchises and Frenchtown Menominee River Channing
8	Chicago, Milwaukee & St. Paul Railway Company.	Foreign	Corporation	1.73 6.94 .18 7.99 12.93 6.25	 Kelso Menominee Crystal Falls Junction East of Chicagon Ontonagon f
	CINCINNATI NORTHERN RAILROAD.				
1	The Ohio & Michigan Railway Company.	May 21, 1870	Association	95.00	State line, Amboy
2	Mansfield, Coldwater & Lake Michigan Railway Company.	Ohio	Corporation		
3	Mansfield, Coldwater and Lake Michigan Railroad Company.	May 23, 1871	Consolidation	11.50	Property, franchises and Allegan g
4	Allegan and South Eastern Railroad Company.	Jan. 22, 1878	Reorganization		All property, franchises and
5	The Toledo and Milwaukee Railway Company.	Aug. 8, 1879	Association	144.00	State Line (Ann Arbor R. R.)
6	The Toledo and Michigan Railway Company.	Ohio	Corporation		
7	The Michigan and Ohio Railroad Company.	Oct. 9, 1883	Consolidation	121.50	All property and franchises Montieth
8	Jackson and Ohio Railroad Company	Jan. 19, 1884	Association	40.00	Jackson
9	The Cincinnati, VanWert and Michigan Railroad Company.	Ohio	Corporation		

i For the year ended June 30, 1916 the company reported a correction of mileage, showing 10.63 miles which could not be located. Apparently there had been an over statement of miles in preceding years. With the many changes in statement, and frequent changes in forest lines it is possible that certain withdrawals of lines had not been reported. The Headquarters terminus was on the main line of No. 3, while it became a branch line of No. 4. The occasional inconsistencies shown in reports of mileage by this company leaves some doubt as to the branch line data shown, and dates of commencing service on main lines.

k A tariff filed late in 1918 shows the Headquarters Branch abandoned while a tariff filed in March, 1918, holds it out for service. The statement here shown is positive in the report for June 30, 1916.

a See Chicago and Northwestern Railway for origin, succession and disposal of this company.

b The Board of Control of Rail Road Lands took action forfeiting grant to No. 1 and conferred the same upon No. 3. Act No. 238 of 1881 confirmed this action. See records of Board of Control, page 136.

c The articles referred this terminus to the Wisconsin Meridian but it is here shown based on Michigan Meridian. A branch was provided for from Sec. 13, T. 40 N., R. 30 W. terminating at Menominee River.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Camp 25	Year ended June 30, 1914			
Cushman	Year ended June 30, 1915	Abandoned.		
Atlanta	Dec. 7, 1914			
Headquarters	Year ended June 30, 1916	Abandoned.		
	i	Abandoned.		
Dobbins	July, 1915			
Alpena	Aug. 15, 1918			
Wisconsin State Line		Consolidation	March 27, 1857	2
Land Grant b		Forfeited and reconferred.	September 17, 1880	3
				a
E. Line of T. 42 N., R. 36 W., and Brule River		Sale and transfer	1890	7
End of First 20 miles	Aug. 14, 1882			
Sidnaw	Oct., 1889			
		Consolidation	December 7, 1886	7
Marquette, Houghton and Ontonagon Railroad		Consolidation	December 7, 1886	7
Green Bay at Menominee		Consolidation	December 7, 1886	7
Menominee	Jan., 1884			
rights of Nos. 4, 5 and 6		Control e	July 1, 1893	8
Bay Shore.				
Champion	Nov. 20, 1887			
Sidnaw	Jan. 1, 1893			
	1894	Reduced mileage.		
Crystal Falls	Nov. 26, 1900			
Branch	1905			
East of Chicagon.				
Iron River	Mar. 1, 1914			
Southwesterly	March, 1916			
Allegan		Consolidation	December 28, 1870	3
		Consolidation	December 28, 1870	3
powers of No's. 1 and 2		Foreclosure sale	August 28, 1877	4
Montieth	Sept., 1871			
powers of No. 3 within the State of Michigan		Deed of conveyance	March 13, 1883 s	5
Allegan		Consolidation	June 25, 1883	7
		Consolidation	June 25, 1883	7
of No's. 5 and 6		Foreclosure sale	November 4, 1886 and	10
Dundee	Nov. 29, 1883	Sale and transfer	March 25, 1887. h	
State Line (Bryan, Ohio)		Consolidation	January 20, 1886	10
		Consolidation	January 20, 1886	10

d Articles of No. 7 recites name of this company as and it is signed "Menomonee Branch Railroad Company."

e See Report of Commissioner of Railroads for 1893, p. v. Later reports indicate that property has passed to No. 8 but documentary evidence is wanting.

f This description is owned jointly with Ontonagon Railroad Company and evidently has been owned since 1906 under a joint arrangement then made.

g This section of this road was operated by the Grand Rapids and Indiana Railroad Company from January 1, 1874 to December 31, 1882 under a lease.

h Frederick P. Olcott, Samuel Thomas and Richard T. Wilson were purchasing trustees acquiring the property by deed dated February 18, 1887 and conveyed by deed to No. 10 in accordance with Act No. 35 of the Public Acts of 1887. Recital of transaction and deed was filed with the Secretary of State April 19, 1887. Proof of approval of purchase by stockholders of No. 10 was filed July 1, 1887.

s This transfer included property from Allegan to a point 33 miles southeast of Monteith only.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
10	The Cincinnati, Jackson and Mackinaw Railroad Company.	Mar. 12, 1886	Consolidation...	.....	Property and franchises.....
11	Michigan and Mackinaw Railroad Company.	July 16, 1891	Association.....	22.18 155.00	Addison Junction..... State Line (Waldron).....
12	Cincinnati and Michigan Railroad Company.	Ohio	Corporation....	.....	.....
13	Cincinnati, Jackson & Mackinaw Railway Company.	Mar. 9, 1892	Consolidation..	.....	Property and franchises.....
14	The Toledo and Milwaukee Railroad Company.	June 21, 1897	Association.....	170.00	State Line (Ann Arbor R. R.)..
15	Detroit, Toledo & Milwaukee Railroad Company.	Sept. 7, 1897	Amended articles	170.00	Same as.....
16	Jackson and Cincinnati Railway Company.	Aug. 12, 1895	Association.....	20.00 17.65	Jackson..... Jackson.....
17	Dayton and Cincinnati Terminal Railroad Company.	May 30, 1894n	Ohio Corp'tion..	.....	.....
18	The Cincinnati Northern Railroad Company.	Dec. 7, 1894n	Ohio Corp'tion..	.....	.....
	CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY.				
1	Elkhart and Lake Michigan Railroad Company.	Jan. 15, 1868	Association.....	32.00	Benton Harbor..... p..
2	The Elkhart, Niles and Lake Michigan Railroad Company.	June 19, 1880	Association.....	38.00	Benton Harbor via Niles and
3	The Cincinnati, Wabash and Michigan Railway Company.	Indiana	Corporation....	.....	.....
4	The Cincinnati, Wabash and Michigan Railway Company.	Aug. 11, 1882	Consolidation...	..... 35.14	Property, franchises and..... Benton Harbor.....
5	The Cleveland, Cincinnati, Chicago and St. Louis Railway Company.	Foreign	Corporation....	.....	.....
	CHICAGO AND NORTH WESTERN RAILWAY.				
1	Marquette and State Line Rail Road Company.	Jan. 16, 1857 Mar. 28, 1857	Association..... Acceptance.....	75.00	Marquette..... United States.....
2	Chicago, St. Paul and Fond du Lac Rail Road Company.	Illinois and	Wisconsin Corp..	.....	.....
3	Chicago, St. Paul and Fond du Lac Rail Road Company.	May 19, 1857	Consolidation...	a	All property, franchises.....
4	Ontonagon and State Line Railroad Company.	Aug. 20, 1856 April 11, 1857	Association..... Acceptance.....	80.00	Ontonagon..... United States.....
5	Chicago, St. Paul & Fond du Lac Railroad Company.	May 18, 1857	Consolidation...	a	Property, franchises, powers....
6	Vieux Desert and Lake Superior Railroad Company.	Sept. 28, 1881	Association.....	230.00	State line near Lac Vieux Desert Branch from Main Line ..... Branch from Main Line.....
7	Milwaukee, Lake Shore and Western Railway Company.	(of Wisconsin)	.....	.....	.....
8	Milwaukee, Lake Shore and Western Railway Company.	May 4, 1883	Consolidation...	..... 8.70 17.40	Property, franchises and..... State Line..... Watersmeet.....

i J. K. Todd purchased for reorganization committee. The property was sold under decree of the U. S. Court for the Northern District of Ohio. The Michigan Division was conveyed to No. 11. The Ohio Division to No. 12, on February 23, 1892.

k The Michigan Division, Dundee to Allegan was transferred to No. 14. The Ohio Division, Addison Junction to Franklin, Ohio was transferred to No. 18.

m This lease was dated January 6, 1899 and terminated December 31, 1901. This company and its predecessors enjoyed use of tracks of present Ann Arbor R. R., Dundee to Toledo, from November, 1883 to December 31, 1901. It seems also to have operated over the Chicago & West Mich. Ry. from Allegan to Grand Haven from January 1 to May 1, 1898.

n Ohio Documents.

o This control was acquired by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company. It was 57% control as of January 1, 1918.

p Niles and a point near Berrien Springs are made points in route.

r No direct documentary evidence connects No. 1 to No. 2. However, No. 1 made considerable progress in carrying out its purposes before abandoning them and finally its unfinished grades, etc. were utilized by No. 2 but, as the company represents, without any transfer of title from No. 1. No. 2, also, had a franchise over practically the same route as No. 1 and they are treated as historically connected. As a matter of history the one project was revived under a new organization.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
of No's. 8 and 9		Foreclosure sale..... i..	January 8, 1892	11
State Line (Waldron)	July 10, 1889			
Allegan		Consolidation	July 17, 1891	13
		Consolidation	July 18, 1891	13
of No's. 11 and 12		Foreclosure sale	January 5, 1897	k
Shore of Lake Michigan (Holland)		Change of name	July 22, 1897	15
Number 14		Lease..... m....	February 1, 1899	18
Addison		Deed of conveyance	June 1, 1898	18
Addison Junction	April 25, 1896			
		Change of name	July 22, 1897	18
		Stock control	January 1, 1902	o
State Line, Milton Twp., Cass county				r
Edwardsburg to State Line, Ontwa Twp., Cass County.		Consolidation	May 23, 1882	4
		Consolidation	May 23, 1882	4
powers of No's 2 and 3		Stock control	July 1, 1892	5
State Line (Granger, Indiana)	Nov. 13, 1882	Deed of conveyance... s	December 17, 1913	5
		Stock control		t
State Line		Consolidation	March 21, 1857	3
Land Grant..... h....		Forfeited and reconferred.	April 24, 1862	c 20
		Consolidation	March 21, 1857	3
powers and rights of No's. 1 and 2		Consolidation	March 27, 1857	5
State Line		Consolidation	March 27, 1857	5
Land Grant		Forfeited and reconferred.	September 17, 1880	d
and rights of Nos. 3 and 4		Foreclosure sale	June 2, 1859	25
Union Bay, Lake Superior		Consolidation	February 13, 1883	8
Montreal River. Mouth of Escanaba River.				
		Consolidation	February 13, 1883	8
powers of No's. 6 and 7		Extending routes, etc....	June 11, 1884	9
Watersmeet	Sept. 23, 1883			
Wellington	April 1, 1884			

s Recorded in Berrien County August 5, 1915.

t The New York Central Railroad Company controls No. 5. This control was to the extent of 63.5 per cent as of January 1, 1918.

a The articles specify the Land Grants among assets consolidated.

c See Act No. 90 of Public Acts of 1861 and pages 27 and 28 of the Records of Board of Control of Rail Road Lands for action forfeiting and reconferring this grant. Act of Congress of July 5, 1862 also confirmed this action.

d See Records of Board of Control of Rail Road Lands page 136 for this forfeiture and regrant. This action was confirmed by Act No. 238 of the Public Acts of 1881. The "Ontonagon and Brule River Railroad Company" was designated to receive the grant which was duly confirmed. See Chicago, Milwaukee and St. Paul Ry. outline.

h Act No. 126 of the Public Acts of 1857 designated this company to receive the land grant which was duly accepted by document filed March 28, 1857. This act also authorized this company to purchase the roads, rights and franchises of the Iron Mountain Railroad Company and the Iron Mountain Railway Company. Because of failure these transactions were never carried out. See Historical Sketch in Beards' Directory and History of Marquette County, 1873.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
9	Milwaukee, Lake Shore and Western Railway Company.	June 12, 1884	Amended articles	230.00	Same as in
				90.00	Watersmeet
				15.00	Union Bay
				40.79	**Wellington**
				10.36	**Watersmeet**
				12.76	**Near Barclay**
				2.56	**Extensions**
				29.85	**Spurs and Branches**
10	Iron Range Railway Company	Aug. 15, 1887	Association	30.00	C. & N. W. Ry., Ishpeming
					Main Line above
				21.96	**Ishpeming**
				10.44	**Clowry**
				1.23	**Wabik**
11	Iron River Railway Company	Oct. 11, 1886	Association	100.00	C. &. N. W. Ry, Iron River
				35.16	**Iron River**
12	Paint River Railway Company	June 14, 1890	Association	15.00	C. & N. W. Ry., Crystal Falls
				15.00	**Crystal Falls**
13	Escanaba and Lake Superior Railway Company.	Nov. 26, 1880	Association	250.00	Sec. 24, T. 39 N., R. 24 W.
					Main Line, Marquette County
				34.86	**Narenta**
				8.44	**Various Spurs**
14	Escanaba and Lake Superior Railway Company.	July 5, 1882	Amended articles	270.00	Same as No. 13
					Main Line Sec. 2, T. 41 N., R. 28 W.
15	Menominee River Railroad Company	Feb. 16, 1875	Association	50.00	C. & N. W. Ry., T. 38 N., R. 26 W.
				24.70	**Menominee River Junction**
				6.37	**Quinnesec** e
16	Menominee Railway Company	(of Wisconsin)		11.00	**State Line, Sec. 11, T. 39 N., R. 19 E., Wisconsin.**
17	Menominee River Railroad Company	Nov. 15, 1880	Consolidation		Property, franchises and
18	Menominee River Railroad Company	May 23, 1881	Amended Art... f	17.00	State Line, Brule, Wisconsin
				120.00	Branch from above
				7.00	Various Branches
				13.96	**State Line (Brule, Wisconsin)**
19	Menominee River Railroad Company	July 5, 1882	Amend Art.... g	60.00	Crystal Falls
				19.50	**Iron River Junction**
				31.42	**Various Branches**
20	The Peninsula Railroad Company (of Michigan).	April 22, 1862	Association	125.00	Line of Marquette Twp. on Lake Superior.
21	The Peninsula Railroad Company of Michigan.	May 26, 1863	Amended articles	150.00	State Line near mouth of Menominee River via Little Bay de Noquet.
22	Peninsula Railroad Company of Michigan.	July 14, 1863	Amended articles	150 00	Same as
23	Peninsula Railroad Company of Michigan.	Sept. 15, 1863	Amended articles	270 00	From State Line near mouth of Menominee River.
					Branch from Main Line
					Branch from Main Line
				62.00	**Escanaba**
24	Escanaba, Iron Mountain and Western Railroad Company.	Jan. 24, 1890	Association	90.00	Escanaba via Iron Mountain and Florence, Wis
				49.73	**North Escanaba**
25	Chicago and North Western Railway Company.	(of Wisconsin	and Illinois)		
26	Chicago and North Western Railway Company.	Jan. 7, 1865	Consolidation		Property, franchises and
				4.58	**Negaunee**
				64.65	**Menominee**
				42.27	**Various Branches**
27	Chicago and North Western Railway Company.	Sept. 19, 1882	Consolidation		Property, franchises and
28	Chicago, Milwaukee and Northwestern Railway Company.	of Illinois and	Wisconsin		
29	Elgin and State Line Railroad Company.	of Illinois and	Wisconsin		
30	Chicago and North Western Railway Company.	June 13, 1883	Consolidation		Property, franchises and
				.91	**State Line**
				4.48	*Fumee*
				5.37	*Waucedah*

b See page 26, Records Board of Control.
e The articles of No. 12 state that about 35.00 miles was completed and conveyed.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
No. 6		Stock control		30
Negaunee.		Sale and transfer	August 19, 1893	30
Ontonagon.				
Montreal River.	1884			
Near Barclay	1887			
Choate	Dec. 31, 1891			
Choate Branch	1892			
various Mines	various dates.			
Michigamme		Stock control	From organization	30
Champion Mines.		Sale and transfer	June 10, 1889	30
Republic	Aug. 10, 1888			
Michigamme	1888			
Champion	1888			
State Line (Ontonagon County)		Stock control	From organization	30
Watersmeet	Sept. 1, 1887	Sale and transfer	June 10, 1889	30
Hemlock Mine		Stock control	From organization	30
Hemlock Mines	1891	Sale and transfer	June 4, 1891	30
Mouth of Montreal River		Stock control		26
Houghton.		Change of route	July 1, 1882	14
Metropolitan	1882			
E. & L. S. Line	1882			
Above, also		Consolidation	July 1, 1882	27
Sec. 20, T. 40 N., R. 30 W.				
Michigamme River, Marquette County		Stock control	1877	26
		Consolidation	October 15, 1880	17
Quinnesec	1877			
State Line	1880			
Sec. 21, T. 40 N., R. 18 E., Wisconsin	1880	Consolidation	October 15, 1880	17
powers of No's. 15 and 16		Added routes and termini.	May 20, 1881	18
Sec. 21, T. 43 N., R. 32 W		Extension of Branch	June 30, 1882	19
Lake Superior, Ontonagon County.				
Mines.				
Crystal Falls	1882			
Keweenaw Bay		Consolidation	July 1, 1882	27
Stambaugh	1882			
	1882			
Mouth of Menominee River		Change of name, route, etc.	May 23, 1863	21
Iron Mines, Marquette County and Marquette		Change of name	June 20, 1863	22
No. 21		Change of route, etc	June 30, 1863	23
Via Little Bay de Noquet to Ontonagon		Consolidation	October 21, 1864	26
Marquette.				
Portage Lake, Houghton County.				
Negaunee	1864			
Iron River and Crystal Falls		Lease to July 1, 1920	May 15, 1891.	30
Loop Line Junction	1891			
		Consolidation	October 21, 1864	26
powers of Nos. 23 and 25		Consolidation	July 1, 1882	27
Lake Angeline	1870			
Escanaba	1872			
off main line	Various dates	to 1882.		
powers of Nos. 14, 19 and 26		Consolidation	June 7, 1883	30
		Consolidation	June 7, 1883	30
		Consolidation	June 7, 1883	30
powers of Nos. 27, 28 and 29.				
Saunders	1906			
Loop Line Jct	Dec. 31, 1917	Abandoned.		
Fumee	Dec. 31, 1917	Abandoned.		

f The articles of No. 13 as amended included the route stipulated in No. 10.
g The amended articles of No. 14 included the routes stipulated in No. 13 as well.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	COPPER RANGE RAILROAD.				
1	Northern Michigan Railroad Company..	Oct. 15, 1888	Association.....	70.00	Houghton.....
2	Chicago, Milwaukee & St. Paul Railway Company.	..... h.....	.....	19.60	**McKeever**.....
3	Copper Range Railroad Company.....	Feb. 20, 1899	Amended articles	90.00	Calumet via Greenland.....
				26.80	**Houghton**.....
				14.30	**Winona**.....
				4.71	**Painesdale Junction**..... d..
				1.16	**Baltic Junction**.....
				11.35	**Mill Mine Junction**.....
				.92	**Redridge Junction**.....
				1.19	**Edgemere Junction**.....
				2.69	**Greenland Junction**.....
				1.88	**Calumet Junction**.....
				17.14	**Houghton**.....
				6.16	**Point Mills**.....
				1.97	**Houghton**.....
				3.30	**Painesdale**.....
				.58	**Nichols**.....
4	Keweenaw Central Railroad Company.	.... e.....	.....	2.93	**Calumet Junction**.....
5	Mohawk Mining Company (Industrial Corporation.)	.....	.....	18.12	**Mohawk**.....
	DELRAY CONNECTING RAILROAD.				
1	Delray Connecting Railroad Company..	Mar. 25, 1904	Association... a.	2.00	D. U. R. R. D. & S. Co., Delray Main Line above.....
				2.33	**Jct. D. U. R. R. D. & S. Co., Det.**
				.62	**Main Track**.....
	DELRAY TERMINAL RAILROAD.				
1	Delray Terminal Railroad Company...	Feb. 7, 1905	Association.....	2.00	D. Un. R. R. Depot & Sta. Co. R. R., Delray. b
				.20	**Wabash R. R.**.....
	DETROIT, BAY CITY AND WESTERN RAILROAD.				
1	Detroit, Bay City & Western Railroad Company.	May 13, 1907	Association.....	30.00	Bay City.....
				29.00	**Bay City**.....
2	Detroit, Bay City & Western Railroad Company.	Aug. 10, 1911	Amended articles	40.00	Bay City.....
				11.10	**Caro**.....
3	Detroit, Bay City & Western Railroad Company.	Sept. 11, 1913	Amended articles	60.00	Bay City.....
				11.30	**Wilmot**.....
				8.60	**Snover**.....
4	Detroit, Bay City & Western Railroad Company.	Aug. 6, 1915	Amended articles	72.00	Bay City.....
				11.00	**Sandusky**.....
5	Detroit, Bay City & Western Railroad Company.	May 29, 1916	Amended articles	100.00	Bay City.....
				31.00	**Peck**.....
	PORT HURON SOUTHERN RAILROAD.				
1	Port Huron Southern Railroad Company.	Jan. 25, 1901	Association.....	6.00	Port Huron, Southerly.....
				2.90	**Pere Marquette R. R. Jct.**.....
				.34	**Pere Marquette Jct.**.....
				.64	**Main Line**.....
	PORT HURON & DETROIT RAILROAD.				
1	Port Huron and Detroit Railroad Company.	Sept. 28, 1917	Association.....	14.00	Port Huron.....
				15.20	**Port Huron Southern R. R., South Port Huron.**

a The articles provide for industrial tracks connecting with Detroit Iron and Steel Co., Solvay Process Co., Chicago Railway Equipment Co. and Detroit City Gas Company; also track connections with Pere Marquette, Wabash, Michigan Central and Detroit and Toledo Shore Line Railroad Companies as well as the railroads described as termini.

b These articles provide for industrial tracks and connections practically the same as the Delray Connecting Railroad Company.

c Range Junction is now Mass City.

d Mill Mine Jct. was at first reported as Painesdale Junction.

e See outline of Keweenaw Central R. R. for complete outline.

h See outline of Chicago, Milwaukee & St. Paul Ry. for complete data on predecessor corporations, and date of service. The Copper Range Railroad Company first reported this description in 1909. There is reason to believe that the rights existed before that date.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Watersmeet		Changed name, termini,	January 23, 1899	3
Ontonagon	h	Trackage rights	1909	3
Watersmeet..				
Winona	Dec. 7, 1899			
Range Junction c	Dec. 27, 1899			
Painesdale	Jan. 6, 1901			
Baltic Mine	Nov. 23, 1902			
Freda	July 18, 1901			
Redridge	Nov. 23, 1902			
Edgemere	July 18, 1901			
Greenland	Nov. 17, 1901			
Laurium	April 6, 1903			
Calumet	April 6, 1903			
Senter	April 12, 1913			
Cole's Creek	Before 1909			
Ricedale	Dec. 4, 1913			
Fulton	1917			
Nichols	e	Trackage rights	1917	3
Gay	g	Lease	1917	3
Detroit Sou. R. R. on Zug Island. Detroit Edison Co.				
Jct. D. T. & I. R. R. River Rouge	June 29, 1904			
	Feb. 1, 1916			
West bounds of Detroit Edison Co. land and U. S. Fort Grounds.				
Detroit Edison Co.	Feb. 1, 1905			
Caro		Extension of route	July 29, 1911	2
Caro	Oct. 10, 1910			
Wilmot		Extension easterly	August 13, 1913	3
Wilmot	Aug. 15, 1912			
Sandusky		Extension easterly	January 20, 1915	4
Snover	Aug. 10, 1913			
Sandusky	June 10, 1914			5
Peck		Extension easterly	January 20, 1916	
Peck	July 1, 1915			
Port Huron.				
Port Huron	Oct. 27, 1916	Stock control	From May 13, 1907	f
St. Clair River		Stock control	November 1, 1916	f
Port Huron Salt Co.	Jan., 1901			
Avery Line	Oct. 1, 1903			
Military Street	Oct. 1, 1902			
Marine City		Stock control	September 1, 1917	f
Marine City	Aug. 1, 1918		At organization	

f The Detroit, Bay City & Western Railroad Company, Port Huron Southern Railroad Company and Port Huron and Detroit Railroad Company are allied corporations, merely, each being controlled by Thomas L. Handy and associates of Bay City, Michigan. There is no other connection between these companies so far as department records positively show. However, the Detroit, Bay City and Western Railroad filed a tariff making service effective over the Port Huron and Detroit Railroad as here shown. This may imply either a lease or trackage rights over the latter as well as the Port Huron Southern Line, but as these lines are all under Federal control this implication cannot be taken as positive.

g For complete data on dates pertaining to this branch see outline of Mineral Range R. R. This branch was surrendered by the latter company in December, 1917, and taken over by this company. The Copper Range Railroad Company described it under the name "Mohawk & Traverse Bay R. R."

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	DETROIT TERMINAL RAILROAD.				
1	Detroit Terminal Railroad Company...	Dec. 8, 1905	Association.....	25.00	Detroit River, Grosse Point.....
				13.74	**Detroit and**.....
				.36	**Detroit and**.....
				3.84	**Detroit and**.....
				.08	**Detroit and**.....
	DETROIT, TOLEDO AND IRONTON RAILROAD.				
1	The Adrian and Detroit Railroad Company.	Sept. 30, 1870	Association.....	25.00	Adrian.....
2	The Adrian and State Line Railroad Company.	April 24, 1872	Association	16.00	Adrian.....
3	Detroit and Cincinnati Railway Company.	Mar. 7, 1896	Association.....	62.00	State Line, Seneca Twp.....
4	Lima Northern Railway Company.....	.....	Ohio Corp.....	*6.50*	*State Line Seneca Twp*.....
				6.40	**State Line, Seneca Twp**.....
5	The Detroit and Lima Northern Railway Company.	Feb. 20, 1897	Amended articles	11.10	**Adrian**.....
				.20	**Adrian**.....
				13.13	**Delray**.....
6	South Eastern Michigan Railway Company.	May 19, 1871	Association.....	65.00	E. Line Monguagon Twp.....
7	Chicago and Canada Southern Railway Company.	Oct. 28, 1871	Consolidation...	.....	Property and.....
				26.47	**Dundee**.....
8	The Detroit and Chicago Railroad Company.	Nov. 24, 1888	Reorganization..	.....	Property, franchises.....
9	Detroit Southern Railroad Company....	May 25, 1901	Reorganization..	.....	Property, franchises.....
				8.66	**Adrian**.....
10	Detroit, Toledo and Ironton Railway Company.	May 2, 1905	Reorganization..	.....	Property, franchises.....
11	*Ohio & Michigan Traction Company*....	June 20, 1903	Association.....	45.00	Toledo.....
12	The Toledo and North Western Railroad Company.	Ohio	Corporation....	.....	.....
13	*The Toledo, Ann Arbor and Detroit Railroad Company.*	Dec. 10, 1904	Consolidation...	.....	Property, franchises and.....
14	*The Toledo, Ann Arbor and Jackson Railroad Company.*	Sept. 21, 1911	Association.....	50.00	Toledo.....
				14.30	**State Line**.....
15	*Toledo-Detroit Railroad Company*.....	May 26, 1915	Amended articles	5.50	**Petersburg**.....
16	Detroit, Toledo and Ironton Railroad Company.	Com. authority Mar. 27, 1914	Reorganization as a Delaware Corporation.	.....	Property, franchises.....
	DETROIT AND TOLEDO SHORE LINE RAILROAD.				
1	The Pleasant Bay Railway Company...	Mar. 29, 1898	Association.....	10.00	State Line, Erie Twp.....
2	The Detroit and Toledo Shore Line Railroad Company.	April 14, 1899	Amended articles	.....	State Line, Erie Twp.....
				44.06	**State Line**.....

a The articles stipulate "from the Detroit River east of the city of Detroit around the said city of Detroit to the Detroit River west of the said city."

* No documents exist with the Commission showing a transfer of property of these companies to No. 3 or No. 5. The latter company occupied and utilized an old grade north of Adrian which was probably the old work of No. 1 reported in 1873.

b The Lima Northern Railway Co. was an Ohio Corporation and seems to have constructed this line in Michigan. The company was allied to No. 5 and passed by foreclosure sale to No. 9 at the time No. 5 was sold.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Detroit River, Ecorse. a				
Wayne County	During year ending June 30, 1912			
Wayne County	During year ending June 30, 1913			
Wayne County	During year ending June 30, 1914			
Wayne County	During year ending June 30, 1915			
Saline				
S. E. Corner Medina Twp				
Detroit		Change in name	February 18, 1897	5
Wabash Connection	b	Sale and transfer	July 6, 1896	5
Wabash Connection	July 27, 1896			
Tecumseh	May 25, 1897	Foreclosure sale	May 23, 1901	9
South Adrian	Aug. 18, 1898			
Chandler	Aug. 18, 1898			
State Line, Medina Twp		Consolidation	July 11, 1871	7
franchises of No. 6		Foreclosure sale	September 25, 1888	8
Chandler	1873			
and powers of No. 7		Quit claim deed	November 15, 1897	5
and powers of No. 5		Foreclosure sale	May 1, 1905	10
Wabash Connection	June 30, 1901			
and powers of No. 9 d		Foreclosure sale	February, 1914 c	11
Ann Arbor		Consolidation	June 24, 1904	13
		Consolidation	June 24, 1904	13
powers of Nos. 11 and 12		Foreclosure sale		14
Ann Arbor		Change of name	April 28, 1915	15
Petersburg	Mar. 4, 1913			
Dundee	Dec. 15, 1915	Lease to Jan. 1, 1918	May 1, 1916	16
and powers of No. 10.		Stock control	October, 1916	16
Mouth of Otter Creek		Change in name and extension.	March 16, 1899	2
Detroit. i				
River Rouge	Sept. 8, 1903			

c Record does not disclose date of sale. Otto T. Bannard and Mortimer N. Buckner were purchasing committee. Reported organized February 20, 1914.

d This company and its predecessors have trackage rights over the Lake Shore and Mich. Sou. Ry. from Dundee to Tecumseh 15.70 miles which gives it a continuous line.

i The articles also provide that the company may purchase line to Toledo.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	MICHIGAN EAST & WEST RY.				
1	Manistee & Grand Rapids Railroad Company.	Nov. 11, 1889	Association.....	100.00	Manistee.....
				27.93	**Manistee, old terminal**.....
				3.30	**Filer City**.....
				13.48	**C. & W. Mich. Jct**.....
				16.14	**Canfield "Y"**.....
				7.97	**Keenan**.....
				2.32	**Filer City**.....
				3.15	**Flanners**.....
				7.97	*Keenan*.....
				7.97	**Millertons**.....
				3.15	*Camp 32*.....
				7.97	*Millerton*.....
				2.15	**Dighton**.....
				2.85	**Hartwick Switch**.....
				11.15	**Flanners**.....
2	Michigan East & West Railway Company.	Jan. 20, 1914	Reorganization..	*5.00*	*Dighton*.....
				4.85	*Various*.....
	MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.				
1	Gogebic and Montreal River Railroad Company.	Dec. 27, 1883	Association.....	15.00	East Branch Montreal River...
2	Gogebic and Montreal River Railroad Company.	July 3, 1888	Amended articles	.....	East Branch Montreal River, T. 47 N., R. 47 W.
					Block 13, Ironwood..... d..
					Colby Mine Spur.....
					Tilden Mine Spur.....
					Palms Mine Spur.....
				6.86	**State Line, Ironwood**.....
				.62	**Main Line**.....
				1.94	**Main Line**..... c..
				1.42	**Colby Mine Switchback**.....
				2.65	**Colby Mine Spur**.....
				1.45	**Colby and Palms connection**....
				3.24	**Various**.....
3	Penokee Railroad Company.....	Foreign	Corporation.....	.....	.....
4	Wisconsin Central Company.....	Foreign	Corporation.....	.....	.....
5	Northern Pacific Railroad Company....	Foreign	Corporation.....	*1.45*	*Colby & Palms connection*.....
				4.89	*Various industrial spurs*.....
6	Wisconsin Central Railway Company...	Foreign	Corporation.....	.....	.....
7	The Menominee and Sault Ste. Marie Railway Company.	April 20, 1885	Association.....	200.00	State Line, Wisconsin, between Pine River and Pike River.
8	Minneapolis, Sault Ste. Marie and Atlantic Railway Company.	Wisconsin	Corporation....	.....	.....
9	Minneapolis, Sault Ste. Marie and Atlantic Railway Company.	Mar. 30, 1887	Consolidation...	.....	Property, franchises and.....
				192.01	**Sault Ste. Marie**.....
10	The Minneapolis & St. Croix Railway Company.	Minnesota	Corporation....	.....	.....
11	The Minneapolis & Pacific Railway Company.	Minnesota	Corporation....	.....	.....
12	The Aberdeen, Bismark & Northwestern Railway Company.	Dakota Ter	Corporation....	.....	.....
13	Sault Ste. Marie Bridge Company.....	Feb. 24, 1881	Association.....	5.00	Chippewa County.....
14	Sault Ste. Marie Bridge Company.....	Canadian	Corporation....	.....	Bridge.....
15	Sault Ste. Marie Bridge Company.....	Mar. 16, 1887	Consolidation...	.....	Property, franchises and.....
				1.22	**Sault Ste. Marie, Michigan**.....
16	Sainte Marie Union Depot Company...	Mar. 15, 1900	Association.....	.53	**Terminal at Sault**.....

b C. & W. M. Jct. is present "Peacock."

a Canfield "Y" was described as at or near present station "Keenan". Flanners appears to be at or near present "Dighton."

x By order of Michigan Railroad Commission of date March 9, 1915.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Grand Rapids		Foreclosure sale	September 12, 1913	2
Chicago & West Michigan Jct. b	Dec. 20, 1892			
Manistee River	1895			
Canfield "Y" a	July 1, 1896			
Flanners	Dec. 1, 1900			
Haaks	1900			
Sands	1900			
Camp 32	Dec. 1, 1901			
Haaks	1901	Abandoned.		
Barretts	1901			
Flanners	1902	Abandoned.		
Barretts	1902	Abandoned.		
Hartwick Switch	April 1, 1902			
Extension Forest	1906			
Marion	Jan. 1, 1906			
Forest terminus	Mar. 15, 1915	Abandoned. x		
spurs	Year ending June 30, 1916	Abandoned.		
Easterly end Sunday Lake		Change of route, termini.	June 25, 1888	2
		Lease for 999 years	September 1, 1886	3
Easterly end of Sunday Lake.				
S. ½ of S. W. ¼, Sec. 22, T. 47, R. 47.				
Sec. 15, T. 47 N., R. 46 W.				
E. ½ of N. W. ¼ of said Sec. 15.				
N. W. ¼ of Sec. 14, T. 47, R. 46.				
Bessemer	June 6, 1887			
Ashland Mine	1889			
South 15 Mine	1889			
Colby Mine	1889			
Palms Mine	1889			
Shaft No. 9	1892			
Industrial Spurs	1892			
		Assignment of lease	May 31, 1888	4
		Lease	January 1, 1890	5
		Foreclosure sale	July 7, 1899	6
Shaft No. 9	Aban'ed 1893	Cancellation of lease	September 26, 1893	4
	1893	Abandoned.		
		Lease for 99 years k	April 1, 1909	17
Sault Ste. Marie River		Consolidation	March 22, 1886	9
		Consolidation	March 22, 1886	9
powers of Nos. 7 and 8		Consolidation	June 11, 1888	17
Menominee River	Jan. 1, 1888			
		Consolidation	June 11, 1888	17
		Consolidation	June 11, 1888	17
		Consolidation	June 11, 1888	17
Canadian Bank of St. Mary's River		Consolidation	February 28, 1887	15
St. Mary's River		Consolidation	February 28, 1887	15
powers of Nos. 13 and 14		Stock control 25%	From organization h	17
Sault Ste. Marie, Ont	1888			
Ste. Marie, Michigan	Jan. 1, 1902	Stock control 50%	From organization	17

k Assignment of lease of No. 2 was an item of this lease.
h This control is indirect through the New Jersey Bridge Construction Company. The control is joint with the Duluth, South Shore and Atlantic Railway Company and Canadian Pacific Railway Company.
c This branch is Colby Mine Main Spur.
d Ashland Mine Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
17	Minneapolis, St. Paul and Sault Ste. Marie Railway Company.	June 13, 1888	Consolidation...	.....	Property, franchises and.....
				1.10	Gladstone.....
				1.13	Gladstone.....
				1.79	Setif.....
				.73	Cherry Valley.....
				.44	Maisonville.....
				.61	East Lake (Haco).....
				1.41	Marblehead..... g..
				1.39	Newhall..... m..
				1.71	Manistique.....
				2.30	Parkington.....
				5.80	Russell..... k..
				24.43	Rapid River.....
				.61	*Haco*.....
				1.71	*Manistique*.....
				2.20	Mile Post 315..... h..
				.63	*Setif*.....
				1.25	Russell Spur.....
				6.12	Trenary.....
				15.54	Rexton.....
				2.30	*Parkington*.....
				3.30	*End of Rexton Branch*.....
				.34	*Gladstone*.....
				.25	*Spur 372*.....
				.13	*Ford River*.....
				.21	Cherry Valley..... n..
				.40	Gladstone.....
				.54	Setif.....
				.78	*Gladstone*.....
				1.37	*Setif*.....
				2.19	*Mile Post 315*.....
				6.80	*Spur 372*.....
				.33	*Setif*.....
				1.30	*Ford River*.....
				.10	Mile Post 393.....
				.30	*Rexton*.....
				.20	*Rexton*.....
	MANISTEE & LUTHER R. R.				
1	The Manistee & Luther Railroad Company.	Mar. 26, 1886	Association.....	40.00	East Lake.....
				30.50	East Lake.....
				4.50	Branch.....
				7.00	M. & W. Jct.....
				5.50	Branch Extension.....
				13.00	*Sec. 21, T. 18 N., R. 12 W*.....
				23.00	Extension to.....
				2.50	*Branches*.....
				a 9.00	Sec. 34, T. 21 N., R. 15 W.....
				b 2.00	Sec. 35, T. 21 N., R. 12 W.....
				c 4.00	Sec. 36, T. 21 N., R. 12 W.....
				d 2.00	Sec. 34, T. 20 N., R. 11 W.....
				e 3.00	Sec. 7, T. 19 N., R. 10 W.....
				53.00	*East Lake*.....
				12.00	*Various*.....
				22.00	*Eleanor*.....

h Evidently this spur was run from main line 3 miles west of Farnham.
k This is later designated Spur 372.
m This is known as Ford River Branch after 1908.
n This is described "Manistique to Lime Kiln" after 1909.
g This is known as Mile Post 393 on and after 1914.
i The Canadian Pacific Railway Company Controls this company by virtue of ownership of a majority of its voting capital stock. The extent of this control as of January 1, 1918 was 52.5 per cent.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

n operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Powers of Nos. 9, 10, 11 and 12	.....	Stock control.		1
Ore Dock	1893			
Coal Dock	1893			
Garth Lumber Co.	1893			
White Marble Lime Co.	1893			
N. H. & Co's. Mill	1893			
End of Branch, South	1893			
White Marble Lime Co	1893			
Pittsburg L. Sup. Iron Co. Mill	1898			
End of Branch, South	1898			
Ross Bros Mill	1898			
C. Cliffs Iron Co. Lumber	1898			
Trenary	Dec. 18, 1899			
End of Branch	1899	Abandoned.		
End of Branch South	1899	Abandoned.		
Spaulding	1899			
Garth Lumber Co	1901	Reduced mileage.		
.....	1902	Extension.		
Eben Junction	Nov. 17, 1902			
North to End	Nov. 25, 1903			
Ross Mill	1906	Abandoned.		
Meads Quarry	1908	Abandoned.		
Ore Docks	1908	Reduced mileage.		
.....	1908	Reduced mileage.		
Branch	1908	Reduced mileage.		
W. Marb. Lime Co	1908	Extension.		
Coal Docks	1908	Extension.		
Garth	1908	Extension.		
Ore Docks	1909	Abandoned.		
Garth	1909	Abandoned.		
Spaulding	1910	Abandoned.		
.....	1910	Abandoned.		
Garth	1911	Abandoned.		
Branch	1915	Abandoned.		
W. Marb. Lime Co.	1915	Extension.		
Meads Quarry	1915	Reduced mileage.		
Meads Quarry	1916	Reduced mileage.		
Luther	.....	.....	.....	*
M. & W. Junction	June 1, 1886			
on above Main	1886			
Sec. 26, T. 19 N., R. 12 W.	1887			
.....	1887			
Hoxeyville	1897	Abandoned.		
Sec. 3, T. 19 N., R. 10 W.	Aug. 18, 1898			
Various	Prior to 1898	Abandoned.		
Sec. 25, T. 20 N., R. 15 W	Prior to 1899			
Sec. 26, T. 21 N., R. 12 W.	Prior to 1899			
Sec. 29, T. 21 N., R. 11 W.	Prior to 1899			
Sec. 35, T. 20 N., R. 11 W.	Prior to 1899			
Sec. 13, T. 19 N., R. 11 W.				
Eleanor f	Nov. 30, 1913	Abandoned.		
Branches	Nov. 30, 1913	Abandoned.		
Points East	Nov. 30, 1913	Abandoned.		

* The Manistee & Luther Railroad Company was controlled by the R. G. Peters Salt & Lumber Company and was largely a forest facility of that company. It was a narrow gauge road.

a This was on old road.

b Designated Thornton Branch.

c Designated Cadillac Branch.

d Designated Dolan Branch.

e Designated Harding Branch.

f The Manistee & Luther R. R. was permitted to cease its operations as a common carrier by order of the Michigan Railroad Commission of date October 27, 1914. The entire road was abandoned and dismantled in 1914 and 1915.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	MANISTIQUE RY.				
1	Manistique Railway Company.....	Sept. 18, 1886	Association.....	12.50	N. W. Cor. Sec. 4, T. 45 N., R. 13 W. via Seney.
				5.50	Seney.....
				1.00	Branch.....
				6.50	Hoist.....
				1.00	Branch.....
				6.00	(Extension).....
				1.25	Main Line.....
				1.75	Main Line.....
				2.00	Main Line.....
				1.00	Seney.....
2	The Manistique Railway Company.....	Oct. 21, 1889	Amended articles	60.00	Grand Marais.....
				16.00	Extension, Main Line.....
				6.00	Extension, Main Line.....
				4.00	Extension, Main Line.....
					Extension, Main Line.....
					Extension, Main Line.....
				12.00	Grand Marais Jct.....
				4.00	Main Line.....
				6.00	Grand Marais Jct.....
				2.00	*Grand Marais Jct*.....
				4.00	*Main Line*.....
				16.00	*Grand Marais Jct*.....
				16.00	Beaver.....
				5.00	Lisbon.....
				2.00	Farm.....
				4.00	Wheeler.....
				6.00	Germfask.....
				6.00	Extension, Lisbon.....
				2.00	*Farm*.....
				4.00	*Wheeler*.....
				5.50	Diller.....
				2.28	Curtis.....
				7.00	*Reduction*.....
3	Manistique Lumbering Company.....	.....	.....	*32.00*	*Grand Marais*.....
				20.09	*Logging Branches*.....
4	Escanaba Lumber Company.....	.....	.....	*21.28*	*Seney*.....
	MASON & OCEANA R. R.				
1	The Mason and Oceana Railroad Company.	Aug. 9, 1886	Association.....	30.00	Butters & Peters Mill.....
				21.28	Buttersville.....
				5.72	Crystal Valley.....
				3.00	Lake Station.....
2	The Mason and Oceana Railroad Company.	Aug. 12, 1901	Amended articles	70.06	Buttersville..... o.....
3	The Mason and Oceana Railroad Company.	April 7, 1902	Amended articles	95.00	Buttersville.....p.....
				5.00	Stetson.....
				5.00	Goodrich.....
				5.00	*Maple*.....
				5.00	*Goodrich*.....
				27.00	*Walkerville*.....
				3.00	*Lake*.....

g These branches are probably included in specific descriptions following.

t The Mason & Oceana R. R. was a narrow gauge road. This road was controlled by and largely dependent upon the Butters Salt and Lumber Company for its business. To a large measure it was a forest facility of the latter company.

o S. E. ¼ of S. E. ¼ of Section 25, Town 14 North, Range 15 West is specified in route.

p The N. W. ¼ of Section 19, Town 12 North, Range 12 West is specified in route.

h The Escanaba Lumber Co. acquired the road of the Manistique Railway Company south of Seney but not desiring to operate as a common carrier eventually cancelled all tariffs of No. 1 and ceased to hold itself out as a carrier. The road north of Seney was dismantled by No. 3.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. Tc—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
S. E. ¼ of S. E. ¼ of Sec. 3, T. 47 N., R. 13 W.	.....	Change of name, termini, etc.	October 18, 1889	2
Hoist	Oct. 20, 1886			
g	Oct. 20, 1886			
Camp 10	July, 1887			
g	July, 1887			
H. & B. Camp 9	Nov. 20, 1888			
Mc A. Camp.				
Camp 15.				
Camp 7.				
Banking Ground.				
Manistique	.....	Foreclosure sale	September, 1910	3
H. & B. Camp 18	Dec., 10, 1889			
H. & B. Camp 20	Dec. 1, 1890			
Bakers Camp	Nov. 1, 1891			
Grand Marais	Oct. 15, 1893			
Germfask	Oct. 15, 1893			
Bakers Camp	Oct. 15, 1893			
Starr.				
Herst's Camp	1894			
Hersts' Camp	1895	Reduced mileage.		
Starr	1898	Abandoned.		
H. & B. Camp	1899	Abandoned.		
White Rat	1899			
C. L. Co. No. 16	1899			
Camp 11	1899			
Camp 8	1899			
Diller	Nov. 3, 1902			
Camp 15	1903			
Camp 11	1903	Abandoned.		
Camp 8	1903	Abandoned.		
Curtis	Nov. 1, 1904			
Wilman	1906			
in Branches	1906	Abandoned.		
Seney	Aban'ed 1910	Sale and transfer	December 17, 1910	4
	1910	Abandoned.		
Wilman	Dec. 17, 1910	Withdrawn. h		
Sec. 36, Sixteen, Sixteen	.....	Change of termini, etc.	May 31, 1901	2 t
Crystal Valley i	Jan. 6, 1887			
Stetson	Jan. 20, 1888			
Colfax	1900			
Newaygo	.....	Change of termini, etc.	March 22, 1902	3
Grand Rapids.				
Goodrich	June 10, 1902			
Maple k	June 1, 1903			
Beaver or Goodrich	1906	Abandoned.		
Walkerville m	1908	Abandoned.		
Butterville	Dec. 1, 1909	Entire road abandoned.		
Colfax	Dec. 1, 1909	n		

i Crystal Valley appears to be at or near the present hamlet, "Peachville."
k The 1908 map shows Maple as "Maple Range." It was in the westerly part of Newfield Township.
m Walkerville was probably originally "Stetson."
n Final withdrawal of this road as a common carrier was effected by cancellation of all tariffs. See also note in final report made as of June 1, 1909. On January 24, 1893 a map was filed for a relocation of 6.93 miles of new line from Fern to Section 12, T. 16 N., R. 16 W. involving an abandonment of 4.78 miles between the same points. The records indicate that this plan was never carried out, but conclusion is not certain.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	ONTONAGON R. R.				
1	*Ontonagon Railroad Company*	Oct. 27, 1904	Association	.25	Easterly terminus, logging R. R. of C. V. McMillan Co. a
2	C. V. McMillan Co.	No	data	**6.27**	**Ontonagon**
3	*Ontonagon Railroad Company*	May 4, 1906	Amended articles	6.65	Easterly terminus of Logging R. R. of C. V. McMillan Co.
				.36	**Half Way Creek**
				7.37	**Forest Branches**
	MUNISING, MARQUETTE & SOUTHEASTERN RY.				
1	Munising Railway Company	July 11, 1895	Association	38.00	Grand Island or Munising Bay
				25.00	Main Line near Munising Bay
				24.00	Main line, T. 46 N., R. 19 W.
				38.00	**Munising**
				7.00	**Stillman**
				2.50	**Vail**
				7.61	**Acker**
				7.45	**Hartho** d
				1.81	**Forster Junction**
				.94	*Vail*
				.50	*Stillman*
				1.56	*Vail*
				8.00	**Chapman**
				.63	**Austin Mine**
2	Munising Railway Company	Nov. 28, 1905	Amended articles	87.00	Same as
				7.30	Little Lake Station
				7.34	**Little Lake**
3	Marquette and Southeastern Railway Company.	Oct. 3, 1900	Association	85.00	Marquette near Presque Isle f
				26.96	**West Yard (Marquette)**
				5.06	**Whitman Junction**
4	Marquette and Southeastern Railway Company.	Aug. 11, 1905	Amended articles	85.00	Marquette near Presque Isle f
				24.80	Marquette near Presque Isle g
				23.72	**Marquette**
5	Munising, Marquette and Southeastern Railway Company.	June 30, 1911	Consolidation	.....	Property, franchises and
				4.55	**Myren**
				.91	**Myren**
				5.06	*Whitman Junction*
	TRAVERSE CITY, LEELANAU & MANISTIQUE RY.				
1	Traverse City, Leelanau and Manistique Railroad Company.	Nov. 25, 1901	Association	30.00	Traverse City
				23.20	**Hatch's Crossing**
				.84	**Extension**
2	Traverse City, Leelanau and Manistique Railway Company.	Sept. 19, 1908	Reorganization	.....	Property, franchises

a The articles fix this point on N. ½ of S. E. ¼ of S. W. ¼ of Sec. 25, T. 52 N., R. 40 W.
b The articles fix this terminus on Lot 6, Sec. 25, T. 52 N., R. 40 W.
c The articles show *Easterly* terminus of C. V. McMillan Co. Logging R. R. when evidently westerly is intended. However, the articles further recite the intention of "purchase of 6.4 miles of the logging railroad and right of way thereof of the C. V. McMillan Company, immediately adjoining and continuous with the railway of said Ontonagon Railroad Company on the west thereby extending the westerly terminus of said Ontonagon Railroad Company's railway to Half Way Creek (so called) in section twelve (12) in Town 51 north, range 41 west." Half Way Creek is evidently near the present station called Green. The Greenwood Lumber Company seem to have passed title to No. 3, but must have held the road but a short time. No. 3 holds trackage right on C. M. & St. P. terminal at Ontonagon and in 1906 operated over 4.00 miles of C. V. McMillan Company's Logging Railroad. It is largely a forest road, and the forest branches shown are as of January 1, 1918.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Westerly terminus, C. M. & St. P. Ry. b	.....	Change of terminus	April 6, 1906	3
Half Way Creek	No data	Sale and transfer	August 1, 1906	3
Westerly terminus of C. M. & St. P. Ry. c				
Green	Year ended June 30, 1909			
.....	Various dates			
C. & N. W. Ry., Little Lake Station	.....	Change west terminus	November 14, 1905	2
S. E. Cor. T. 49 N., R. 15 W.				
Delta Lumber Co. Railway, T. 43 N., R. 17 W.				
Little Lake	Nov. 30, 1897			
Acker	Nov. 1, 1898			
Acker Mill	June 1, 1899			
Forster Junction	July 1, 1902			
Petrel	July 1, 1902			
Ethel	July 1, 1902			
Acker Mill	1902	Reduced mileage.		
Acker	1902	Reduced mileage.		
Acker Mill	1905	Withdrawn.		
Cusino	May 1, 1905			
Extension	1905			
No. 1 above	.....	Consolidation	April 22, 1911	5
Austin and Princeton Mines.				
Princeton	July 1, 1906			
Shores of Lake Michigan, Manistique	.....	Change N. W. terminus. Provides Branches	August 7, 1905	4
Lawson	July 1, 1902			
Hoist	1903			
Shore of Lake Michigan, Manistique	.....	Consolidation	April 22, 1911	5
Just North of Lake Independence.				
Big Bay	Dec. 11, 1905			
powers of Nos. 2 and 4	.....	Stock control	.....	i
End of Branch	July, Dec., 1911			
End of Branch	Nov., 1914	Extension.		
Hoist	Sept., 1916	Abandoned.		
Northport	.....	Foreclosure sale	April 17, 1907 h	2
Northport	1906			
.....	1907			
and rights of No. 1	.....	None.		

d Hartho seems to be same as Forster Junction.

f The articles make particular description of route in the city of Marquette and stipulate Town 45 North, Range 23 West in route. All kinds of industrial branches are provided.

g Lake Independence is described as in Town 51 North, Range 27 West, and Extension is designated Lake Independence Extension. Branches for all industrial purposes are provided.

h This property was in hands of the Union Trust Company, purchaser at foreclosure sale, until September 23, 1908.

i The Cleveland Cliffs Iron Company controlled this company completely as of January 1, 1918. This control had continued since 1899 over No. 1 and since organization over No. 3.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	WABASH RAILWAY.				
1	Detroit, Butler and St. Louis Railroad Company.	Feb. 11, 1880	Association	80.00	Detroit
2	Butler and Detroit Railroad Company	Ohio and Ind.	Corporation		Butler, Indiana
3	The Detroit, Butler and St. Louis Railroad Company.	May 25, 1881	Consolidation	78.28	Property, franchises and **Delray**
4	The Wabash, St. Louis and Pacific Railway Company.	Foreign	Corporation		
5	The Toledo, Ann Arbor & Grand Trunk Railway Company.	Oct. 24, 1882	Amended articles		**Milan**
6	The Wabash, St. Louis and Pacific Railway Company.	Sept. 10, 1881	Consolidation		Property, franchises and
7	The Wabash Western Railway Company.	Missouri Corp.	Reorganization		
8	Detroit & State Line Wabash Railroad Company.	Feb. 27, 1889	Reorganization		All property of No. 3
9	The Toledo Western Railroad Company	Ohio	Corporation		
10	The Wabash Eastern Railway Company of Indiana.	Indiana	Corporation		
11	The Wabash Eastern Railway Company of Illinois.	Illinois	Corporation		
12	The Detroit Union Railroad Depot and Station Company.	April 19, 1882	Amended articles	3.24	**Delray**
13	Fort Street Union Depot Company	Aug. 24, 1889	Association	1.36	**18th Street, Detroit**
14	The Wabash Railroad Company	July 31, 1889	Consolidation		Property, franchises and powers
15	Detroit and Western Railway	Dec. 31, 1908	Association	5.00 1.08	Detroit d **Wabash Plant**
16	Wabash Railway Company e	Indiana	Corporation		Property of
	WYANDOTTE SOUTHERN RAILROAD.				
1	Pennsalt Railroad Company	Oct. 12, 1901	Association	1.00	Detroit River at line common to Ecorse and Monguagon Tps.
2	Wyandotte Southern Railroad Company.	Sept. 1, 1908	Amended articles	1.00	**Wyandotte**
	WYANDOTTE TERMINAL RAILROAD.				
1	Wyandotte Terminal Railroad Company.	Sept. 19, 1904	Association	1.50 .75 .77	Det. Sou. R. R. and Spur to T. C. S. & D. Ry., Wyandotte Detroit Southern R. R. and Marshall Ave., Wyandotte. **Wyandotte** **Village of Ford**
	WISCONSIN & MICHIGAN RAILROAD.				
1	Ingalls, White Rapids and Northern Railway Company.	Oct. 2, 1886	Association	18.00 15.00	C. & N. W. Ry. Sec. 35, T. 35 N., R. 27 W. via Menominee River in Sec. 31, T. 35 N., R. 27 W. **Ingalls**

a See Ann Arbor Railroad Outline for data on No. 5.

b This is a lease in perpetuity, and is a joint lease to Pere Marquette Railway and Wabash Railway as they now stand. For full outline of No. 12, see Numbers 51 to 55 of Pere Marquette Railroad.

c The predecessors of the Pere Marquette Railway Company and the Canadian Pacific Railway Company were joint proprietors at organization, and joint lessees in the lease of December 10, 1889.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
State Line (Butler, Ind.)		Consolidation	January 17, 1881	3
State Line (Mich.)		Consolidation	January 17, 1881	3
powers of Nos. 1 and 2		Consolidation	June 13, 1881	6
State Line (Ohio)	Aug. 15, 1881	Foreclosure sale	April 26, 1886	8
		Consolidation	June 13, 1881	6
Toledo	1878	Trackage Rights	1883 a.	6
powers of Nos. 3 and 4		Foreclosure sale		7
		Transfer for operation	March 31, 1887	7
		Foreclosure sale	April 26, 1886	8
		Foreclosure sale	March 11, 1889	9, 10
		Foreclosure sale	May 15, 1889	11
		Consolidation	May 23, 1889	14
in Michigan		Consolidation	May 23, 1889	14
		Consolidation	May 27, 1889	14
		Consolidation	May 21, 1889	14
		Consolidation	May 21, 1889	14
18th Street, Detroit	1882	Lease	1882	6
		Joint Lease b.	July 1, 1889	8
3rd Street, Detroit	Jan., 1893	Stock control c.	At organization	14
		Lease in perpetuity	December 10, 1889	14
of numbers 7, 8, 9, 10 and 11		Foreclosure sale	July 21, 1915	16
Oakwood		Stock control 100%	1915	16
Salt Mine. Number 14.				
Detroit Southern R. R.		Change of name	August 17, 1908	2
Monguagon	No data.			
Detroit River.				
Detroit River.				
Switching Tracks	June, 1905			
Switching Tracks	June, 1905			
Sec. 35, T. 37 N., R. 28 W.		Foreclosure sale	July 6, 1889	2
Sec. 11, T. 35 N., R. 28 W.	No data.			

d Location is fixed in Ecorse Township, Wayne County.

e Organization was effected October 22, 1915 under the General Laws of the State of Indiana. The acts under which the company was organized suggests that it is in effect a reorganization. This corporation was admitted in Michigan March 4, 1916.

v July 6, 1881 is given as the date of an excursion to Adrian from Detroit, (Illus. Hist. & Biog., Rec., Lenawee County, 1903, page 60.) It is possible that no regular service was started at that time.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
2	Ingalls, White Rapids and Northern Railroad Company.	Sept. 18, 1889	Reorganization..	.....	All rights of John Bagley.....
3	Menominee & Northern Railroad Company.	Oct. 23, 1887	Association.....	55.00	Menominee River (Menominee).
4	Wisconsin, Michigan and Northern Railway Company.	Nov. 17, 1898	Association.....	16.00	Faithorn Junction.....
5	Quinnesec & Western Railway Company.	June 7, 1905	Association.....	7.00	Everett..... i....
				8.00	Quinnesec..... k....
				6.60	Everette.....
6	Chicago, Milwaukee & St. Paul Railway.	n.....	.....	2.22	Menominee River.....
				.40	St. Paul Junction.....
7	Wisconsin & Michigan Railway Company.	July 11, 1903	Association.. o..	25.00	Menominee River (Marinette)...
				5.00	Ingalls.....
				24.28	Faithorn Junction.....
				1.45	Hammond.....
				.80	Arnold.....
				5.00	*Koos*..... q..
				12.70	Faithorn Junction.....
				3.40	Norway.....
				5.50	Aragon Junction.....
				1.10	Bergam.....
				2.92	Cundy.....
				1.45	*Hammond*.....
				.80	*Arnold*.....
				.10	*Bergam*.....
8	Wisconsin & Michigan Railroad Company.	.....	Reorganization..	.....	Shore of Green Bay, Menominee Southwesterly. Vests all property of.....
	DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY.				
1	Marquette and Ontonagon Railway Company.	Feb. 6, 1857	Association.....	100.00	Marquette, Houghton.....
2	Marquette and Ontonagon Railway Company.	April 10, 1857	Amended articles	.....	Marquette.....
		April 13, 1857	Acceptance.....	.....	United States.....
3	The Iron Mountain Railroad Company..	Feb. 22, 1855	Association.....	25.00	Marquette.....
					Branches to Mines.....
				16.25	Marquette, Front Street.....
4	The Bay De Noquet and Marquette Rail Road Company.	Dec. 27, 1856	Association.....	70.00	Little Bay De Noquet.....
		Mar. 25, 1857	Acceptance.....	.....	United States.....
				3.78	Iron Mountain R. R..... ‡..
5	Marquette and Ontonagon Railroad pany.	Jan. 2, 1863	Association.....	125.00	Marquette..... c..
				20.00	Junction (East)..... s..

f Instrument was dated December 17, 1894 and recorded May 16, 1902 in Menominee County.
g This instrument was dated August 3, 1894 and recorded January 29, 1895 in Menominee County.
h This deed was recorded July 28, 1902 in Menominee County.
i Route was to Menominee River at point shown.
k The route was stipulated via Iron Mountain to Menominee River on west bounds of Breitung Township.
m Recorded in Menominee County January 24, 1908.
t The Articles of Reorganization specifically describe the road. It is probable that it was merely a forest industrial road. The Articles of No. 2 stipulate a three foot gauge. The Report of the Commissioner of Railroads for 1896, page xxvi states with reference to No. 3. "It is mostly a new construction, but for some distance it made use of an old narrow gauge lumber road."
a The articles did not stipulate route further than the counties traversed.
b Act No. 116, approved March 17, 1863, forfeited the grant of lands to Marquette and Ontonagon Railway Company and conferred "the lands, franchises, rights, powers and privileges heretofore granted to the Marquette and Ontonagon Railway Company, to the Marquette and Ontonagon Railroad Company," provided the latter company pay the former company "for its surveys, maps and field notes, such sum, in money, or in lands from said grant, as the Board of State Auditors shall decide." The act also required the latter company to commence its road in The Bay De Noquet and Marquette Rail Road near Lake Superior Iron Mine. Presumably the terms of this act were carried out, but documentary evidence is not at hand. At least the land grant was enjoyed by No. 5. Act 148 of 1865 authorized No. 5 to sell part of the Ontonagon end of this grant to, and the L'Anse and Ontonagon Railroad Company to acquire the same. Joint Resolution of the Legislature, No. 30 of 1869, provided that forfeiture of this grant might become operative, and it did become operative. The Board of Control of Rail Road Lands agreeable to terms of this resolution on April 19, 1870, conferred the grant upon No. 8, the Houghton and Ontonagon Railroad Company, (Records page 104). This action of the board was modified by J. R. No. 1 of 1871. Joint Resolution No. 19 of 1889 authorized the Governor to relinquish to the United States all lands heretofore certified to the State coterminous with the uncompleted portions of Numbers 4 and 14. The terms of the latter act, however, are somewhat inconsistent.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Purchaser at sale..... t..	.....	Sale and transfer.....	January 1, 1895..... f...	7
N. line of Sec. 3, T. 38 N., R. 28 W.....	.....	Sale and transfer.....	January 1, 1895..... g..	7
Quinnesec.....	.....	Deed of conveyance.....	July 3, 1902..... h..	7
State Line, Sec. 25, T. 37 N., R. 29 W.....	.....	Deed of conveyance.....	June 14, 1905..... m..	7
State Line, Menominee River.				
Miscano Island, Menominee River.....	Dec., 1904			
Menominee Depot.....	.....	Trackage Rights.....	.....	7
Iron Mountain, Mich.....	.....	Trackage Rights.....	.....	7
Menominee River, T. 34 N., R. 22 E..... p..	.....	Foreclosure sale.....	Nov. 6, 1917.....	8
Fisher (Koos).....	Jan. 1, 1895			
Menominee River.....	Jan. 1, 1895			
End of Spur.....	Aut'mn, 1896			
End of Spur.....	Aut'mn, 1898			
End of track.....	1902	Abandoned.		
Norway.....	Aug. 16, 1903			
Candy.....	Dec. 1, 1903			
South Norway.....	Dec. 1, 1903			
O'Callaghan Mills.....	June, 1904			
Iron Mountain.....	Year ended June 30, 1909			
Rondo.....	Year ended June 30, 1910	Abandoned.		
Congo.....	Year ended June 30, 1910	Abandoned.		
O'Callaghan Mills.....	Year ended June 30, 1914	Leased. r		
Menominee River. s				
No. 7 in Michigan.				
Ontonagon Counties..... a....	.....	Stipulating route, etc....	April 7, 1857.....	2
Ontonagon.....	.....	Sale and transfer.....	b.....	5
Land Grant.....	.....	Forfeiture, etc..... b..	Act No. 116 of 1863.....	5
West boundary of T. 47 N., R. 28 W.....	.....	Sale and transfer.... e..	December 31, 1858.....	4
in T. 47 N., R. 27 W.				
Lake Superior Iron Mine.....	August, 1857			
Marquette.....	.....	Consolidation.....	April 8, 1871.....	6
Land Grant.				
Near East Branch of Escanaba River.....	Autu'n, 1862			
Ontonagon.....	.....	Lease.....	1857.....	4
Lake Michigamme.....	July, d 1865	Consolidation.....	April 8, 1871.....	6

n See Outline of this railway.

o This is a Wisconsin Corporation. Articles were originally filed at Madison, October 26, 1893. Certified copy of this record was filed in Michigan as indicated.

p This description is based on the Wisconsin Meridian. The articles stipulate "It is contemplated that said corporation will acquire one or more connecting lines of railroad hereafter to be constructed in the State of Michigan."

q Designated Ingalls Branch.

r Chicago, Milwaukee & St. Paul Ry. is lessee. This was designated East Vulcan Branch.

s The articles state "to the end that connection may be made and had through Marinette County, Wisconsin, to and with the portion of railroad and railroad property * * * extending from the center of Menominee River near the Village of Koos * * * northerly * * * either by trackage rights * * * contract * * * lease, purchase, consolidation or otherwise."

e The authority for this sale is the Annual Report of No. 4 for the year 1858 on file with the Auditor General. Act No. 216 of the Public Acts of 1859 aimed to confirm the sale and fix the assets and liabilities of the parties. On April 5, 1859 a document was filed with the Secretary of State fully accepting the terms of the Act by both parties to the transaction.

z This junction was evidently what was called Ontonagon Junction, now Winthrop Junction. The westerly terminus of No. 3 was apparently about one mile east of this point. The Annual Report of No. 7 for 1871 shows that but 34 miles of the consolidated lines of Nos. 4 and 5 were regularly operated part of which was called Bay De Noquet Branch. The official map of No. 4, now on file with Public Domain Commission, and other records indicate that this branch was the main line extension of No. 4 running southerly from Winthrop Junction, later known as Winthrop Branch.

d The certificate of completion was filed November 17, 1865.

c Lake Superior, Iron Mountain and L'Anse Bay were named in route. The official map of No. 4 shows Lake Superior, Iron Mountain on west half of Section 10, T. 47 N., R. 27. W.

‡The certificate of completion filed November 20, 1862 is the authority for the description of the 20.03 miles of road placed in operation by No. 4. The upper end of its first twenty miles was manifestly upon what was later Winthrop Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
6	Marquette and Ontonagon Railroad Company.	Aug. 24, 1871	Consolidation...	.....	Property, franchises and.....
7	Marquette and Ontonagon Railroad Company.	Sept. 2, 1872	Amended articles	42.00	Little Bay De Noquet, implied
8	Houghton and Ontonagon Railroad Company.	Jan. 17, 1870	Association.....	70.00	T. 48 N., R. 29 W.....
9	Houghton and Ontonagon Railroad Company.	Jan. 25, 1872	Amended articles	102.00	Ontonagon.....
10	Houghton and Ontonagon Railroad Company.	Sept. 5, 1872	Amended articles	70.00	Champion.....
11	Marquette, Houghton & Ontonagon Railroad Company.	Sept. 2, 1872	Consolidation...	.....	Property, franchises and.....
				32.78	**Champion**.....
				9.50	**Humboldt**..... f..
				2.50	**Ontonagon Junction**.....
				1.50	**Negaunee**..... h..
				1.90	**Champion Junction**..... i..
				5.80	*Michigamme*..... j..
				1.06	**Eagle Mills**..... k..
12	The Marquette, Houghton and Ontonagon Railroad Company.	Mar. 16, 1874	Amended articles	102 00	Marquette.....
				1.77	**Republic**.....
				1.64	**Eagle Mills**.....
				2.08	**Marquette**..... m..
				2.70	*Eagle Mills*.....
				1.16	*Champion Mine*.....
				2.06	**Boston Junction**..... n..
				2.30	**Taylor Junction**..... o..
				.84	**Republic**..... p..
				2.09	**Northhampton Junction**.... q..
				.38	**Spurr Junction**.....
				.35	**Northampton Branch**.....
				4.10	**West Republic Branch**.....
				.46	**Wetmore Junction**.....
				2.00	**Beaufort Junction**.....
13	The Houghton and L'Anse Railroad Company.	June 4, 1881	Association.....	33.00	Houghton.....
14	The Marquette, Houghton and Ontonagon Railroad Company.	April 19, 1883	Consolidation...	.....	Property, franchises and powers.
				31.76	**L'Anse**.....
				2.57	**Dexter Junction**.....t..
				.66	**Doty's**.....
				.42	**Carp Furnace**..... m..
				2.05	*Taylor Branch*.....
				.50	**Wetmore Branch**.....
				.84	**Marq. & West. R. R.**.....
				.64	**Marq. & West. R. R.**..... u..
				.84	*Marquette & Western R. R.*.....
				.60	**Erie Branch**.....
				.61	**Winthrop Branch**.....
				.58	**Marq. & West. R. R.**.....
				.98	**Marq. & West. R. R.**.....
				.62	**Marq. & West. R. R.**.....
				.45	**Marq. & West. R. R.**.....
				.19	**Marq. & West. R. R.**.....
				.18	**Marq. & West. R. R.**.....
				.50	**Beaufort Branch**.....
				.66	**Winthrop Branch**.....
				.30	**Linden Junction**.....
				.66	*Dotys*.....
				.45	*Marquette & Western R. R.*.....

e These articles of consolidation were not ratified until August 22, 1872, at which time the respective companies seem to have amended their articles as here shown and then approved the agreement to consolidate.

f Republic Branch.

g Saginaw Branch.

h This was later called Rolling Mill & McComber Branch, also Milwaukee Branch.

i Champion Branch.

j The records seem to indicate that this was a part of the original main line of No. 5 certified for land grant November 17, 1865. The official maps of Nos. 1 and 5 fixed their route to the south of Lake Michigamme, while No. 8 fixed the route north of the Lake and this route was the line of construction from Champion to L'Anse. It is possible that Champion Branch was part of this description originally.

k Designated Morgan Branch.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.			
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
powers of Nos. 4 and 5		Change of west terminus	August 22, 1872	7
West line of Sec. 9, T. 47 N., R. 30 W		Consolidation e	May 25, 1872	11
Ontonagon		Change of east terminus	July 10, 1871	9
Marquette		Change of east terminus	August 22, 1872	10
Ontonagon		Consolidation e	May 25, 1872	11
powers of Nos. 7 and 10		Change of name, route, etc.	November 7, 1873	12
L'Anse. end of Pier	Dec., 1872			
Republic	Sept., 1872			
Saginaw Mine g	1872			
Rolling Mill Mine	1872			
Champion Mine	1872			
South Shore (Branch)	1872			
Morgan Furnace	1873			
Ontonagon		Consolidation	February 1, 1883	14
Kloman Mines	1874			
Morgan Furnace	1874	Extension.		
Carp Furnace	1874			
Morgan Furnace	1879	Abandoned.		
Champion	1880	Reduced mileage.		
Boston Mine	1880			
Taylor Mine	1880			
West Republic	1881			
Northampton Mine	1881			
Spurr Mine	1881			
Jim Pascoe Mine	1882			
Erie Mine	1882			
Wetmore Mine r	1882	Extension.		
Beaufort Mine s	1882			
L'Anse		Consolidation	February 1, 1883	14
of Nos. 12 and 13		Lease in perpetuity	February 15, 1887	29
Houghton	July, 1883	Sale and transfer	July 17, 1890	29
Dexter Mine	1883			
Reeds Mill w	1883			
Light House Point	1883	Extension.		
Taylor Mine	1885	Abandoned.		
Webster Mine †	1886			
Negaunee Mine	1886			
Buffalo & Pioneer Mines	1886			
Negaunee Mine	1887	Undivided two-thirds sold		v
Riverside Mines	1888			
Extension	1888			
South Buffalo Mine	1889			
Detroit and Marquette Brownstone Quarry	1889			
Connection, Eagle Mills	1889			
Iron Valley Mines	1889			
Hartford Mine	1889			
North Jackson Mine	1889			
Norwood Mine	1889			
Brasted Mine	1889			
Linden Brownstone Quarry	1889			
Reed's Mill	1890	Abandoned.		
Iron Valley Mines	1890	Abandoned.		

m This branch has been made part of main line. It was then known as Lake Branch.
n Boston Branch.
o Taylor Branch.
p West Republic Branch.
q Northampton Branch.
r Wetmore Mine is later known as Imperial Mine.
s This is Beaufort Branch. Beaufort Mine is near Titan Mine.
t Dexter Branch.
u Buffalo Branch.
v C. & N. W. Ry. purchased joint interest.
w Reeds Mills is evidently near what is later described as Dishno Kilns.
† Webster seems to be the same or is in the vicinity of Norwood Mine of a later date.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
15	Negaunee & Palmer Railroad Company.	June 30, 1888	Association.....	10.00	Negaunee.....
				4.45	**Milwaukee Branch**.....
				1.86	**Palmer Branch**.....
16	Lake Michigan and Lake Superior Railway Company.	Nov. 10, 1890	Association.....	90.00	Little Bay De Noquet.....
					Branches to Mines.....
17	Marquette and Western Railroad Company.	Oct. 12, 1883	Association.....	25.00	Marquette.....
				17.03	**Marquette**.....
				1.48	**Ishpeming**..... z..
				2.15	**Lake Angeline Junction**.....
				1.84	**C. & N. W. Crossing**..... *..
					Lake Angeline Branch.....
				2.15	*Lake Angeline Junction*.....
				.27	**C. & N. W. Crossing**.....
18	Sault Ste. Marie Bridge Company.....	Feb. 24, 1881	Association.....	.....	Bridge, Sault Ste.....
19	Sault Ste Marie Bridge Company.....	Canadian	Corporation.....	.....	Bridge, Sault Ste.....
20	Sault Ste. Marie Bridge Company.....	Mar. 16, 1887	Consolidation...	.....	Property, rights and.....
				1.22	**Sault Ste. Marie, Mich.**.....
21	Sainte Marie Union Depot Company...	Mar. 15, 1900	Association.....	.53	**Terminal at Sault**.....
22	The Detroit, Mackinaw and Marquette Railroad Company.	Sept. 4, 1878	Association.....	150.00	Straits of Mackinac.....
				20 00	**Marquette**.....
23	The Detroit, Mackinaw and Marquette Railroad Company.	July 20, 1881*	Amended articles	150.00	Straits of Mackinaw.....
				48.00	Main Line.....
				131.90	**Glenwood**.....
24	The Detroit, Mackinac and Marquette Railroad Company.	June 18, 1883	Amended articles	198.00	Same as No. 21.....
				30.00	City of Marquette.....
25	The Mackinaw & Marquette Railroad Company.	Dec. 20, 1886	Reorganization...	.....	Property and franchises.....
26	Sault Ste. Marie and Marquette Railroad Company.	Feb. 6, 1880	Association.....	35.00	Sault Ste. Marie.....
27	Wisconsin, Sault Ste. Marie & Mackinac Railway Company.	Sept. 7, 1886	Association.....	130.00	Montreal River, Sec. 5, T. 47 N., R. 47 W.
28	The Duluth, Superior and Michigan Railway Company.	.....	Wisconsin.....	.....	.....
29	The Duluth, South Shore and Atlantic Railway Company.	Mar. 9, 1887	Consolidation...	.....	Property, franchises and powers
				46.80	**Sault Ste. Marie**.....
				101.59	**Nestoria**.....
				.90	**Hallston**..... c..
				2.25	**Bessemer Junction**..... d..
				1.54	**Furnace**..... e..
				.52	**Kilns**..... f..
				.40	**South Marquette**..... g..
				.61	**Erie Branch, M. H. & O...** h..
				1.25	**Brimley**.....
				2.37	**Newberry Asylum**.....
				2.50	*Ontonagon Junction*.....
				1.77	*Republic*.....
				.84	*Republic*.....
				.60	*Erie Branch*.....
				4.10	*West Republic Branch*.....
				2.09	*Northampton Junction*.....
				.35	*Northampton Branch*.....
				.38	*Spurr*.....
				.90	*Hallston*.....
				4.45	*Milwaukee Branch*.....
				2.57	*Dexter Junction*.....
				2.06	*Boston Junction*.....
				2.80	**Bergland**.....
				2.00	*Beaufort Junction*.....
				.46	*Wetmore Junction*.....
				.50	*Wetmore Branch*.....
				.50	*Beaufort Branch*.....

x Volunteer Mine old location is just west of Palmer.

y No certain description of road in the name of this company appears. The balance sheet of No. 29 for the year 1891, however, shows investment account in its name of $10,184.00 which makes it presumptive that this controlled company was used for purpose of acquiring railroad property.

z Lake Angeline Branch.

* Designated Winthrop Branch.

a This control is exercised through the New Jersey Bridge Construction Company. The control is joint with the Minneapolis, St. Paul and Sault Ste. Marie Railway Company and Canadian Pacific Railway Company.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Palmer		Stock control	At organization	14
Volunteer Mine x	August, 1888			
Grand Rapids and Milwaukee Mines	August, 1888			
D. S. S. & A. Ry., Richmond Tp., Marquette Co.		Stock control y	At organization	29
Marquette County.				
Ishpeming		Lease in perpetuity	May, 1885	14
Ishpeming	June 9, 1884	Sale and transfer	July 17, 1890	29
Lake Angeline Mine	1884			
Winthrop Mine	1884			
Cleveland Hematite Mine	1884			
Winthrop Junction	1886			
Winthrop Mine	1886	Abandoned.		
Detroit Mine	1886			
Marie River		Consolidation	February 28, 1887	20
Marie River		Consolidation	February 28, 1887	20
franchises of Nos. 18 and 19		Stock control 25% a	From organization	29
Sault Ste. Marie, Ont.	1888			
Ste. Marie, Mich	Jan. 2, 1901	Stock control 50%	From organization	29
Marquette		Added Branch, etc.	No date shown	23
Glenwood (Onota)	Oct. 1, 1880	Foreclosure sale	October 20, 1886	25
Marquette		Added branch, etc.	No date shown	24
St. Ignace.				
St. Ignace	Dec. 19, 1881			
		Foreclosure sale	October 20, 1886	25
Ishpeming and Iron Mines of Nos. 22, 23 and 24		Consolidation	December 22, 1886	29
D. M. & M. R. R.		Consolidation	December 22, 1886	29
Near City of Marquette		Consolidation	December 22, 1886	29
		Consolidation	December 22, 1886	29
of Nos. 25, 26, 27 and 28		Stock control	1890	b
Soo Junction	Oct. 10, 1887			
State Line (Wis.)	Sept. 16, 1888			
Brick Yard	Aug. 17, 1888			
Bessemer	Sept. 16, 1888			
St. Ignace	1889			
Ozark	1889			
Prison	1889			
North Republic Mine	1889			
Bay Mills	May, 1891			
Branch	June, 1894			
Saginaw Mine	1894	Abandoned.		
Kloman Mines	1895	Abandoned.		
West Republic	1895	Abandoned.		
Riverside Mine	1895	Abandoned.		
Erie Mine	1895	Abandoned.		
Northampton Mine	1895	Abandoned.		
Jim Pascoe Mine	1895	Abandoned.		
Spurr Mine	1895	Abandoned.		
Brick Yard	1898	Abandoned.		
Volunteer Mine	1898	Abandoned.		
Dexter Mine	1900	Abandoned.		
Boston Mine	1901	Abandoned.		
Branch	1901			
Beaufort Mine	1902	Abandoned.		
Wetmore Mine	1902	Abandoned.		
Webster Mine	1902	Abandoned.		
Norwood Mine	1902	Abandoned.		

b The Canadian Pacific Railway Company by vitrue of the ownership of 50.83 per cent of its common stock and 51 per cent of its preferred stock, as of December 31, 1917, controls the Duluth, South Shore and Atlantic Railway Company.

c Anne River Branch.

d Bessemer Branch.

e Martel Branch.

f Ozark Branch.

g Prison Branch.

h Metropolitan Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
29	Concluded—			5.85	Baltimore
				1.45	Milwaukee Branch ... k
				8.19	Donaher
				1.25	*Brimley*
				2.06	Boston Junction
				2.45	Mary Charlotte Mine
				1.86	*Palmer Branch*
				.64	*Marquette & Western R. R.*
				.58	*Marquette & Western R. R.*
				.60	*Arnheim Branch*
				1.04	
	MINERAL RANGE RAILROAD.				
1	Mineral Range and L'Anse Bay Railroad Company.	Nov. 3, 1871	Association	45.00	Head of Keweenaw Bay
2	Mohawk Mining Company's Railroad	Not of record.	Industrial Corp.	14.50	Mohawk Mine
				1.20	
				1.00	Traverse Bay Junction
3	Hancock and Calumet Railroad Company. a	Jan. 14, 1885	Association	18.00	Portage Lake ... o
				14.50	Hancock
				2.50	Junction
				3.36	Calumet
				1.25	Allouez
				2.01	Extension
				1.87	Tamarac Mine
				.66	Main Line
				.65	Main Line
				3.50	Clarks ... h
				3.00	Fulton
				2.75	*Clarks*
				.75	Main Line
				3.00	Main Line near Lake Linden
				3.00	*Main Line near L. Linden*
				.58	Main Line
				2.62	Extension on
				2.54	*End of Main Line*
				.77	Main Line
				1.10	Ahmeek Branch
				.68	Maine Line
				.79	Main Line
4	Mineral Range Railroad Company.. a	Nov. 8, 1872	Amended articles	100.00	Copper Harbor
				8.10	Hancock
				4.40	Highway
				1.50	Calumet
				1.79	Franklin Junction
				1.15	Hancock
				2.50	Boston ... b
				3.00	Water Tank ... c
				.64	Calumet ... d
				3.00	*Water Tank*
				.64	*Calumet* ... d
				.41	Quincey Mine
				4.00	Bagley Jct. ... e
				4.00	*Bagley Jct.*
				2.50	*Lake Branch Jct.*
				1.00	*Calumet*

i This Mine is now called American Mine and the branch is American Mine Branch as now described. The old description is used here.
k Part of Palmer Branch.
m Mostly old Palmer Branch relaid.
g Date of this lease is not available.
f The property was surrendered upon the termination of this lease.
o The articles fix the terminus within 500 feet easterly or westerly of the northerly end of the Bridge of the Portage Lake Bridge Company and stipulates Portage Lake, Torch Lake, Lake Linden and mining location of Osceola Consolidated Mining Company points in the route.
a The articles stipulate a gauge "not exceeding 3½ feet." The Mineral Range R. R. seems to have remained narrow gauge until 1898 and the Hancock and Calumet R. R. was narrow gauge until the close of 1900. At or about these dates the roads were reconstructed to standard gauge.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Holts Logging Railroad	1902			
Mary Charlotte Mine	1903	Relaid.		
Branch	June, 1904			
Bay Mills	Sept., 1905	Abandoned.		
Boston Mine i	1908	Relaid.		
New Volunteer Mine	1909	m		
Grand Rapids and Milwaukee Mines	April, 1916	Abandoned.		
Buffalo and Pioneer Mines	.....	Sold.		
South Buffalo Mine	.....	Sold.		
.....	Sept. 8, 1917	Abandoned.		
Webster Branch	Sept. 10, 1917	Abandoned.		
N. Line of Calumet Twp	.....	Change of name, route, etc.	October 25, 1872	4
Gay	1902	Lease	g	5
	1903	Lease for six years	December 15, 1906	5
Traverse Bay Dock	1905	Lease for five years	December 15, 1912 f	5
Red Jacket	.....	Proprietary control	June 1, 1901	5
Calumet	Dec. 1, 1885			
Lake Linden	Dec. 1, 1885			
Allouez	Mar. 12, 1887			
Fulton	Oct. 28, 1891			
on Main Line	1893			
N. Tamarac Mine	1893			
Tamarac Jr. Mine	1893			
Kearsarge	1893			
End of Spur	1893			
End of Main Line	July 26, 1895			
Dollar Bay Dock	1895	Reduced mileage.		
Union Coal Dock	1895			
End of Spur	1895			
End of Spur	1896	Withdrawn.		
Wolverine Mine	1897			
Main Line.				
Mohawk Jct	1903	Abandoned.		
Ahmeek Mine	1904			
Kearsarge No. 4 Shaft	1905			
Allouez Mine	1904			
Osceola Mine.				
Ontonagon River	.....	Change of gauge. Provides. Branches.	February, 1899	5
Highway	Sept. 8, 1873			
Calumet	Oct. 11, 1873			
Red Jacket	Dec. 1, 1885			
Quincy Mine	1885			
Houghton	Mar. 26, 1886			
End of Spur	1893			
End of Spur	1893			
Red Jacket	1893			
End of Spur	1894	Withdrawn.		
Red Jacket	1894	Withdrawn.		
Franklin Mine	1894	Extension.		
End of Spur	1894			
End of Spur	1895	Withdrawn.		
End of Spur	1896	Abandoned.		
Red Jacket	1897	Abandoned.		

b Designated Lake Branch. Old maps show that Boston has been designated Lake Branch Junction and Boston Junction and was at or near the present St. Mary's Junction.
c Designated Wood Branch.
d Designated Calumet Belt.
e Designated Bagley Branch.
h This is now Dollar Bay Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
4	Concluded—			.64	**Boston**
				3.31	**Boston Jct.**
				4.36	**Dollar Bay** m.
5	Mineral Range Railroad Company	Feb. 20, 1899	Amended articles	100.00	Copper Harbor n.
				3.80	**Arcadian Mine**
				1.81	**Peppard**
				35.56	**Keweenaw Bay**
				5.00	*Fulton*
				3.02	**Calumet**
				3.38	**Riddle Jct.**
				.36	**Boston (Extension)**
				.96	**Evergreen**
				.66	*Main Line*
				5.58	*Riddle Junction*
				.79	**LaSalle Junction**
				.38	**Atlas Powder Spur**
				1.13	*Arcadian Wye*
				.49	*North End, Hancock*
				1.06	*North Tamarac*
	MICHIGAN CENTRAL RAILROAD.				
1	The Allegan and Marshall Rail-Road Company.	Mar. 24, 1836	An act to incorporate.	.....	Allegan a.
2	The Ypsilanti and Tecumseh Railroad Company.	April 13, 1838	An act to incorporate.	.....	Ypsilanti
3	Detroit and St. Joseph Railroad Company.	June 29, 1832	An act to incorporate.	.....	City of Detroit
4	"Central Railroad" (State Internal Improvement).	Act No. 67 of 1837	An act authorizing.		
		Mar. 20, 1837	.....	g	Detroit
				30.00	**Detroit**
				10.00	**Ypsilanti**
				10.00	**Ann Arbor**
				30.00	**Dexter**
					Jackson
				30.00	**Albion**
				13.00	**Marshall**
				23.00	**Battle Creek**
5	The Amboy, Lansing and Traverse Bay Railroad Company.	Jan. 29, 1857	Association	300.00	Amboy via Hillsdale and
		Mar. 21, 1857	Acceptance.	.....	**United States**
				12.00	**Owosso Junction**
				7.00	**Laingsburg**
				5.10	**Bath** i.
				2.00	**Gunnisonville Road**
				.90	**North Lansing**
6	The Lansing and Jackson Railroad Company.	Feb. 23, 1864	Association	36.00	Jackson via Mason and
				25.00	**Jackson**
				12.00	**Mason**
					Jackson
7	The Jackson, Lansing and Saginaw Railroad Company.	Feb. 24, 1865	Amended articles	115.00	Jackson via Lansing and
8	The Jackson, Lansing and Saginaw Railroad Company.	Jan. 25, 1867	Amended articles	280.00	Jackson via Saginaw and
				22.38	**Owosso**
				27.72	**St. Charles**
9	The Jackson, Lansing and Saginaw Railroad Company.	Mar. 8, 1869	Act No. 261 of 1869. k	.....	.....

n The articles provide for branches to mines and mills and stipulates the standard gauge.

m Maps and records indicate that Dollar Bay as here described is at or near the connection with the Houghton and Calumet R. R. between Dollar Bay and Woodside.

a The act stipulates route via Bronson (Kalamazoo), Comstock, Battle Creek and Verona.

b The consideration was $60,000.00, but seems to really have been a method of liquidating its obligations to the State, incurred in furtherance of Act 121 of 1838. See Act 22 of 1842.

c Blois, in his Gazeteer of Michigan, 1838, makes this date January 10, 1838, with some data which seems to claim credence. The Board of Internal Improvement reported in 1839 that February 3, was the date of commencing service to Ypsilanti. It is possible that the easterly end of the road was in service as early as January 10, 1838. Other authority makes February 8, 1838 the date. See History of Washtenaw County, Chapman, 1881, page 1146.

d One authority makes this date July 4, 1841.

e A report of the Board of Internal Improvement dated December 16, 1842, states that the road to Jackson "was not entirely finished and in successful operation to that place until about the time" the new board took management, that is, April 9, 1842.

f A special report of the Board of Internal Improvement (S. and H. Doc., 1845, page 3) seems to show that date was January 31, 1846. See also J. Doc. 1846, page 28. The report of Commissioners of Internal Improvement for 1847 makes this date February 1, (J. Doc. 1847, No. 4, page 21).

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Franklin Jr. Mine	1897			
Arcadian Mine	Oct. 29, 1898			
Grosse Pointe	Dec. 1, 1898			
Ontonagon River		Stock control		x
Dollar Bay m.	July 28, 1899			
Evergreen	1900			
Riddle Junction	Dec. 23, 1900			
End of Main Line	1901	Abandoned.		
Laurium	Jan. 1, 1903			
Michigan Mine	Nov. 17, 1903			
Franklin Jr. Mine	1903			
Mass Mine	1905			
Tamarack Jr. Mine	May, 1907			
Michigan Mine	May, 1913	Abandoned.		
La Salle	No data.			
	Aug. 4, 1915			
Arcadian Mine	No data	Withdrawn.		
and Calumet R. R.	1917	Abandoned.		
Branch	1917	Abandoned.		
Marshall		Deed of conveyance.. b.		4
Tecumseh		See Appendix A.		
Mouth of St. Joseph River		Sale and transfer	April 22, 1837	4
Mouth of St. Joseph River		Sale and transfer	September 24, 1846.	82
Ypsilanti	Feb. 5, 1838c			
Ann Arbor	Oct. 17, 1839			
Dexter	June 30, 1841d			
Jackson	Dec. 29, 1841e			
Albion	June 25, 1844			
Marshall	Aug. 12, 1844			
Battle Creek	Nov. 25, 1845			
Kalamazoo f.	Feb. 2, 1846			
Lansing, Traverse Bay		Deed of conveyance. h..	Oct. 26, 1866	7
Land Grant.		Foreclosure sale	January 4, 1867	7
Laingsburg	Nov., 1860			
Bath	Dec. 24, 1860			
Gunnisonville Road	Jan. 8, 1862			
Franklin Ave	Nov. 19, 1862			
Michigan Ave., Lansing	Aug. 25, 1863			
Leslie to Lansing		Change of name and terminus.	February 3, 1865	7
Mason	Dec., 1865			
Lansing	June 25, 1866			
Rites		Contract, trackage rights.	August 4, 1864	16
Saginaw to Saginaw River		Change of north terminus.	December 25, 1866	8
Traverse Bay to Straits of Mackinaw		Change of north terminus, etc. j	March 8, 1869	9
St. Charles	Oct. 11, 1867			
Wenonah (Bay City, W. S.)	Dec. 6, 1867			
Lake Superior		Change of route, etc		14

g The Board of Internal Improvement reporting under date December 1, 1845 reported the road in operation as follows; Detroit to Ypsilanti, 30 miles since February, 1838; Ypsilanti to Ann Arbor, 10 miles since October, 1839; Ann Arbor to Dexter, 10 miles since July, 1840; Dexter to Jackson, 30 miles since January, 1842; Jackson to Marshall, 30 miles since August, 1844; Marshall to Battle Creek, 13 miles since November, 1845. Total 123 miles.

h This document was entitled an "agreement" and provides that further conveyances if necessary may be required. However, it in terms conveys, assigns, etc. the franchises, property and land grant lying north of the Detroit and Milwaukee Railway. It was filed October 29, 1866. An act passed March 18, 1865 made this transaction lawful. See also 65 Mich., page 416.

i Gunnisonville Road is at the highway bridge over the railroad about 2 miles north of North Lansing. The dates for service to Gunnisonville Road and Franklin Avenue are approximate, the evidence being, that road was in service at the dates shown. Service was given to Laingsburg evidently late in November and probably not regularly until December 24, 1860, when the company advertised in the State Republican, to give regular service of both a passenger train and a freight train each way daily. The miles shown are approximate and the evidence seems to indicate that the road extended north from Owosso Junction to West Owosso, so called, in all about 28 miles. North Lansing is at Franklin Avenue.

j Certificate of completion was filed on this day. It is probable that completion was made a few days earlier.

k Act No. 261 of 1869 authorized a change of route and north terminus and further confirmed to No. 9, as thus altered in franchise, the Land Grant originally made to No. 5.

x The Mineral Range Railroad is a proprietary property of the Duluth, South Shore and Atlantic Railway Company but is operated by the controlling company as a separately operated property.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
10	The Glencoe, Pinconning and Lake Shore Railroad Company.	Mar. 22, 1876	Association.....	15.00	Sec. 31, T. 17 N., R. 3 E.....
				13.00	**Pinconning**.....
					Pinconning.....
				10.50	*Pinconning*.....
				5.00	**Pinconning**.....
				3.00	**St. Johns**.....
					St. Johns.....
11	The Pinconning Railroad Company....	May 2, 1879	Amended articles	20.00	S. E. corner of Sec. 19, T. 17 N., R. 5 E.
				5.20	*South Branch*.....
				4.17	**Mt. Forest**.....
				1.00	**Mansfield**.....
				1.25	**Mansfield**.....
				6.50	**Extension**..... n..
12	Saginaw Bay and Northwestern Railroad Company.	Nov. 22, 1880	Amended articles	36.00	S. E. corner of Sec. 19, T. 17 N., R. 5. E. via Mt. Forest. Mt. Forest..... Sec. 18, T. 18 N., R. 3 E.....
				2.50	**Main line**.....
				2.00	*Sullivan Branch*.....
				2.17	*Freemans Branch*.....
				1.92	**Mansfield Branch**.....
				7.08	**McGraws Branch**.....
				1.75	**Rogers Branch**.....
					Mt. Forest.....
				18.89	**Mt. Forest**.....
					Various Branches.....
					Rhodes.....
					Forest Terminus.....
					Rhodes.....
13	Grayling, Twin Lakes and Northeastern Railroad Company.	July 25, 1891	Association.....	30.00	Grayling.....
				27.67	**Grayling**.....
				6.00	**Mertz Branch**.....
				11.50	**Davidson Branch**.....
				5.97	**Davidson Wye Branch**.....
14	The Jackson, Lansing and Saginaw Railroad Company.	May 13, 1871	Amended articles	285.00	Jackson via Lansing and.....
				5.00	**Wenona (West Bay City)**.....
				23.00	**Kawkawlin**.....
				12.00	**Standish**.....
				72.00	**Wells**..... r..
				8.00	**Otsego Lake**.....
				58.80	**Gaylord**.....
				.30	**Main Line**.....
					Various Forest.....
15	Hecla Belt Line Railroad Company.....	April 3, 1902	Association.....	20.00	Sec. 14, T. 14 N., R. 5 E.... a..
				3.53	**Bay City**.....
16	Grand River Valley Railroad Company..	Act No. 98 of 1846 appro'd May 4, 1846	An act to incorporate.	.....	Jackson.....
				13.60	**Rives Junction**.....
				10.70	**Eaton Rapids**.....
				27.00	**Charlotte**.....
				32.50	**Hastings**.....
17	The Grand River Valley Railroad Company.	May 11, 1894	Reincorporation.	.....	Same as Number 16.....
18	The Grand Trunk Railway of Michigan.	Jan. 18, 1867	Association.....	210.00	Ridgeway..... c..
19	The Grand Trunk Railway of Northern Indiana.	Foreign.....	.....	.....	.....
20	The Niles and South Bend Railroad Company.	April 28, 1869	Association.....	4.50	Niles.....
21	The Michigan Air Line Railroad Company.	Aug. 25, 1868	Consolidation...	.....	Powers, rights and franchises of
				24.30	**Jackson**.....
22	St. Joseph Valley Railroad Company...	Of Indiana....	.....	.....	State Line, Michigan.....

l Presumably a forest road was conveyed to the company after organization. Glencoe seems to have been at or near the southwest corner of Section 31, T. 17 N., R. 3 E.

m A mortgage dated December 23, 1879 describes a branch to Section 6, T. 16 N., R. 4 E. This is designated South Branch in 1878 and 1879 and is probably the same as Sullivans Branch at later dates. The location of Merick is unknown, but is presumably upon this branch and possibly on the Section 6 mentioned in mortgage.

n The description of this extension is not specific except that it is on the main line, hence it is assumed that this is the extension to the river contemplated in the articles.

o The record is rather incomplete on the branches and uncertain as to dates and descriptions.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.			
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Saginaw River at or near mouth of Pinconning River.	.....	Change of name and west terminus.	April 30, 1879.....	11
Glencoe..... l..	1874			
Saginaw Bay.....	1876			
Glencoe.....	1878	Abandoned..		
St. Johns (Nine Mile).....	Sept., 1878			
Mt. Forest.....	Dec., 1878			
Merrick..... m..	Sept., 1878			
Titabawassee River on Sec. 12, T. 17 N., R. 1 E.	.....	Change of name, route and termini, etc.	November 18, 1880.....	12
.....	1879	Abandoned.		
Freemans.....	May, 1879			
Branch.....	1879			
Branch.....	1880	Extension.		
Titabawassee River.....	1880			
at or near Titabawassee River as in No. 11.....	.....	Stock control.....	May 28, 1883.....	82
		Lease.....	February 15, 1883.....	82
Sec. 22, T. 19 N., R. 3 E.....	.....	Deed of conveyance	July 13, 1901.....	14
Sec. 2, T. 18 N., R. 3 E.				
Extension.....	1881			
.....	1882	Abandoned.		
.....	1882	Abandoned.		
Extension.....	1883			
.....	1883			
.....	1883			
Titabawassee River.....	Prior to 1887	Abandoned.		
Gladwin.....	1887			
..... o.....	Various dates	Abandoned.		
Estey.....	After 1901			
Bentley..... p.....	By 1901	Abandoned.		
Estey.....	After 1906	Abandoned.		
Twin Lakes.....	.....	Stock control.....	1891.....	82
Lewiston.....	1892	Deed of conveyance....	July 13, 1901.....	14
.....	1896			
.....	1900 to 1904			
.....	1904 to 1910			
Saginaw to Straits of Mackinaw.....	.....	Lease for corporate life...	September 1, 1871.....	82
Kawkawlin.....	Jan. 31, 1871			
Standish.....	Aug. 31, 1871			
Wells.....	Dec. 31, 1871			
Otsego Lake.....	May, s 1873			
Gaylord.....	July, 1873			
Mackinac City.....	Dec. 18, 1881			
Extension.....	1882			
Branches.....	Various dates.			
Sec. 25, T. 14 N., R. 4 E.....	.....	Warranty deed.....	December 30, 1912.....	52
Belt Line.				
Grand Rapids.....	.....	Lease for corporate life..	August 15, 1870.....	82
Eaton Rapids.....	July 4, 1866	Surrender of charter, etc., to incorporate.	April 25, 1894.....	17
Charlotte.....	Autu'n, 1868			
Hastings.....	Spring, 1869			
Grand Rapids..... b..	Jan. 1, 1870			
.....	.....	Deed of conveyance.....	Sept. 15, 1916	83
State Line, Berrien County.....	.....	Consolidation.....	July 14, 1868.....	21
.....	.....	Consolidation.....	July 14, 1868.....	21
State Line (Indiana).....	.....	Sale and transfer.... d..	.....	21
Numbers 18 and 19.....	.....	Consolidation.....	October 8, 1870.....	23
Homer.....	Sum'er, 1870			
South Bend.....	.....	Consolidation.....	October 8, 1870.....	23

p This branch was in operation by 1879 and is probably the same as shown to Freemans. It reached Sec. 8, T. 18 N., R. 3 E. that year. There was evidently many forest branches from it and were all withdrawn by 1901.

r Wells Station seems to have been about 1 mile south of the present station of Alger.

s The Annual Report for 1872 reported this section of road. It is probable that some part of this section was operated before May, 1873, at least occasionally.

a The Articles stipulate Section 16, T. 14 N., R. 4 E., Section 4, T. 13 N., R. 4. E. and Section 2, T. 13 N., R. 4 E. as points in route of proposed road.

b See Baxter's History of Grand Rapids for further statement as to dates of operation of this road.

c Ridgeway is now Richmond

d Right of way, etc., of this company was utilized by No. 21. No positive document of transfer has been located.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
23	Michigan Air Line Railroad Company e.	Oct. 11, 1870	Consolidation...	.....	Property and franchises of.....
				45.80	Homer.....
				33.90	Three Rivers.....
					Ridgeway.....
				6.10	Niles.....
24	The Kalamazoo and Lake Michigan rail-road Company.	Mar. 28, 1836	An act to incorporate.	.....	Mouth of South Black River, Van Buren County.
25	The Kalamazoo and South Haven Railroad Company.	April 15, 1869	Association.....	40.00	Kalamazoo.....
				32.00	Kalamazoo.....
				8.00	Garnetts.....
26	Caro and Lake Huron Railroad Company.	Mar. 4, 1901	Association.....	17.00	Caro.....
				20.73	Caro.....
27	Lapeer & Northern Railroad Company..	Oct. 23, 1872	Association.....	14.00	D. & B. C. R. R., Lapeer.....
				4.00	Lapeer.....
				.50	.....
				.50	.....
				2.45	Extension.....
28	*Bay City and Portsmouth Railway Company.*	Feb. 22, 1865	Association.....	.....	Saginaw and 3rd Sts. Bay City via Saginaw, 6th and Water Sts.
29	*Bay City Street Railway*.....	Nov. 20, 1874	Amended articles	4.25	Street Railway..... i..
				.85	Street Railway.....
30	The Shelby and Detroit Railroad Company.	Mar. 7, 1834	An act to incorporate.	.....	Shelby.....
31	The Shelby and Detroit Railroad Company.	Mar. 4, 1846	Act No. 105 of 1846.	.....	Detroit via Utica and Romeo...
32	Detroit, Romeo and Port Huron rail road company.	Mar. 18, 1848	Act No. 87 of 1848.	.....	.....
33	Bay City Belt Line Railroad Company..	June 3, 1889	Association.....	6.00	Saginaw River in Sixth or Seventh Ward, Bay City.
				1.88	At Bay City.....
34	Detroit and Bay City Railway Company.	May 22, 1871	Association.....	100.00	Detroit..... j..
35	Detroit and Bay City Railway Company.	Jan. 3, 1872	Amended articles	100.00	Detroit..... k..
				41.00	Detroit (Bay City Jct.).....
				16.60	Oxford.....
				13.80	Lapeer.....
				12.60	Otter Lake.....
36	Detroit and Bay City Railway Company.	May 31, 1873	Amended articles	.....	Detroit.....
				22.80	Vassar.....
				12.75	Vassar.....
				16.75	Denmark Jct.....
37	The Detroit and Bay City Railroad Company.	Feb. 26, 1881	Reorganization..	.....	Franchises and property of ....
					Advisable branch extensions....
				1.00	Bay City.....
				8.75	*Lapeer*.....
				4.39	Main Line, Chene Street.....
				3.43	Bay City.....
				3.58	Bay City.....
				1.52	*Main Line*.....
				4.39	*Main Line, Chene Street*.....
				1.88	*Bay City Belt, Eighth Street*.....
38	Detroit Belt Line Railroad.....	May 3, 1909	Association.....	4.50	Detroit Mfgs. R. R.....
				4.39	D. & B. C. R. R., Chene St....

e The property and franchises of No. 23 were divided by the controlling interests of the company into the "Western Division," viz, that part west from Jackson which was constructed and merged into the Michigan Central Railroad and that part east from Jackson was styled "Eastern Division" and passed to the Grand Trunk Railway System. This division of the project is not of official record further than by reference in the annual reports of the period. See Outline of Grand Trunk Railway System.

f The date when this lease became effective is uncertain. Agreement was made January 1, 1870.

g There is no evidence that No. 24 was in any way directly succeeded by No. 25. Its franchise, however, was over substantially the same route.

h This company seems to have been used for franchise purposes only. Its road was reported by No. 35 as the "Lapeer & Northern Branch" for some years. Titles to real estate and construction seem to have been taken largely in the name of Numbers 35 and 36.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Numbers 21 and 22		Lease for 999 years	February, 1871 f.	82
Three Rivers	Autu'n, 1870	Deed of conveyance	September 27, 1916	83
Niles	Feb., 1871			
Pontiac, etc.		Transfer as per plan e.	1869	e
State Line	1872			
Kalamazoo.		g		
South Haven		Perpetual lease	July 1, 1870	82
Garnetts (Lacota)	Jan. 10, 1870	Deed of conveyance	September 27, 1916	83
South Haven	Jan. 2, 1871			
Owendale		Sale and transfer	May 8, 1908	37
Owendale	1901			
North Branch		Stock control h.	From organization	35
Northeastwardly	1872			
Extension	1873			
Extension	1874			
Five Lakes	1876			
Portsmouth and other points, not to exceed 10 miles.		Change of name, etc	September 30, 1874	29
Water Street, Bay City	By or before 1879.	Lease or contract	1879	36
		Lease	1885	37
Water Street, Bay City	1885	Sale and transfer	January 1, 1886	37
Detroit		Change of terminus	May 4, 1846	31
Port Huron		Change of name	March 18, 1848	32
				r
Saginaw River in Hampton Township		Lease	November 22, 1893	37
Belt Line.				
Bay City		Change of route, etc	October 21, 1871	35
Saginaw River		Change of north terminus, etc.	May 14, 1873	36
Oxford	Oct. 31, 1872			
Lapeer	Nov. 30, 1872			
Otter Lake	Dec. 31, 1872			
Vassar	Mar. 31, 1873			
J. L. & S. R. R. Wenona		Foreclosure sale	Feb. 12, 1881	37
Bay City	July 31, 1873			
Caro	July 22, 1878			
East Saginaw	Jan. 25, 1879			
Number 36		Lease for corporate life	March 10, 1881	82
		Deed of conveyance	September 27, 1916	83
West Bay City Wye	1881			
Five Lakes	1888	Abandoned.		
Meldrum and Guoin Sts., Detroit	1888			
Belt Line	1889			
Belt Line	1892			
		Reduced mileage.		
Meldrum and Guoin Sts., Detroit		Sale and transfer	July 20, 1909	38
Thirtieth Street		Sale and transfer	November 22, 1893	33
Detroit & Bay City R. R.		Lease for corporate life	July 20, 1909	83
Detroit Manufacturers R. R., Wight St., Detroit	l 1909	Deed of conveyance	December 26, 1916	83

i This branch is later described as "Water Street Spur." There is evidence that part of line was constructed as early as 1872.

j Via Utica, Rochester, Orion, Oxford and Lapeer.

k Via Utica, Rochester, Oxford and Vassar.

r There is no direct connection between Numbers 32 and the Michigan Central System. The Shelby and Detroit Railroad Company, however, made much progress in its project and seems to have conducted operations for a time with horse power. Many deeds of right of way for Macomb county are on record at Mt. Clemens, taken before 1848. The work, however, was finally abandoned and later utilized by Number 35, but apparently without direct title from the former entity. See History of Macomb County—Leeson, 1882, page 439, also History of Detroit and Michigan, Farmer, Vol. I, page 890.

l Constructed by Michigan Central R. R. Co. and purchased July 20, 1909. See No. 37, details of sales.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
39	The St. Clair and Romeo Rail-road Company.	Mar. 26, 1836	An act to incorporate.	.....	Palmer (St. Clair).....
40	Michigan Midland Rail Road Company.	July 4, 1870	Association.....	102.00	St. Clair.....
41	Michigan Midland Rail Road Company.	Jan. 6, 1872	Amended articles	200.00	St. Clair.....
					Main Line.....
42	Michigan, Midland and Canada Railroad Company.	Sept. 21, 1872	Association.....	15.00	St. Clair..... p..
				15.00	**St. Clair**.....
43	St. Clair & Western Railroad Company.	Sept. 25, 1906	Reorganization..	.....	Property and franchises.....
44	Detroit River Railroad and Bridge Company.	Feb. 26, 1872	Association.....	4.00	Bank of Detroit River in Monguagon Township.
45	Detroit River Railway Bridge and Tunnel Company.	Dominion	Corporation.....	.....	Bridge or.....
					Amherstburg.....
46	Canada Southern Bridge Company.....	Sept. 23, 1873	Consolidation...	.....	Property and franchises.....
				3.66	**West Bank of Detroit River** a..
				116	*Canada Main land*.....
47	The Detroit and State Line Railroad Company.	Mar. 19, 1872	Association.....	60.00	Detroit.....
48	Junction Railway Company.....	Ohio	Corporation....	.....	.....
49	Toledo, Canada Southern and Detroit Railway Company.	July 10, 1872	Consolidation...		
		Aug. 2, 1872	Consolidation.	.....	Toledo.....
				47.27	**State Line (Toledo)**.....
50	The Canada Southern Railway Company.	of Dominion	of Canada.....	.....	.....c..
51	Battle Creek and Bay City Railway Company.	Feb. 21, 1888	Association.....	130.00	Battle Creek..... d..
52	Bay City and Battle Creek Railway Company.	Nov. 14, 1889	Reorganization..	130.00	Property and franchises.....
				18.00	**Bay City**.....
53	The St. Louis, Sturgis and Battle Creek Railroad Company.	Jan. 7, 1884	Association.....	40.00	Battle Creek.....
				41.50	**Battle Creek**.....
54	Battle Creek & Sturgis Railway Company.	Nov. 14, 1889	Reorganization..	41.50	Property and franchises of.....
				7.19	*Findlay*.....
				33.80	*Battle Creek*.....
55	The Indiana and Lake Michigan Railway Company of Michigan.	June 28, 1887	Association.....	28.00	St. Joseph, S. E'ly.....
56	Indiana and Lake Michigan Railway Company.	Indiana	Corporation.....	.....	.....
57	Indiana and Lake Michigan Railway Company.	Mar. 30, 1888	Consolidation...	.....	All property of.....
				25.05	**St. Joseph**.....
58	Terre Haute and Indianapolis Railroad Company.	Foreign	Company.....	.....	.....
59	Morgan G. Bulkeley and Moses L. Scudder.	.....	.....	.....	.....
60	St. Joseph, South Bend & Southern Railroad Company. h	Aug. 12, 1899	Reorganization..	.....	To purchase property and.....
61	The Indiana, Illinois & Iowa Railroad Company.	Ill., Ind. and Oct. 7, 1903	Iowa Corp..... Consolidation.	1.62	**St. Joseph**..... i..
62	*Detroit Transit Railway*.....	Sept. 21, 1872	Association.....	.....	Det. & Mil. Ry. So. of Jefferson Ave., easterly near Det. River.
				2.00	**Det & Mil. Ry. S. of Jefferson Av.**
63	*Detroit Terminal Railway*.....	July 26, 1901	Association.....	1.50	Orleans St. and Guoin St. via Wight St.
				2.00	**Guoin and Orleans Sts East**.....
64	Detroit Manufacturers Railroad.....	Jan. 30, 1902	Association.....	1.75	Guoin and Orleans Sts. East..
				1.51	**Guoin and Orleans Sts. East**..
65	Lansing Transit Railway Company.....	Sept. 1, 1886	Association.....	2.00	Grand St., Lansing.....

m This road was never completed. Nine or ten thousand dollars were expended on clearing, grubbing, etc. See House Doc. 1838, page 197 and House Doc., 1839, page 135. There is no evidence that work of No. 39 was acquired or utilized by No. 32 or its successors. No. 39, however, acquired the first franchise over this route and a considerable effort was made to carry out the project. St. Clair was a much favored point of terminus for early projects in the State.

n The amendment fixes Black Lake on Lake Michigan, in the township of Holland as the westerly terminus, and stipulates the counties of St. Clair, Macomb, Oakland, Genesee, Shiawassee, Clinton, Ionia, Kent and Ottawa in route.

o Conveyed in accordance with terms of Act No. 190 of the Public Acts of 1873.

p Lenox here mentioned was formerly Ridgeway, and is now Richmond.

a At Slocum Junction.

b Springwells is the early description. It is what was later called West Detroit and at the present time Grand Trunk Junction at main line of Michigan Central Railroad and Junction Avenue.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Romeo		m		
Lansing		Change of west terminus	December 28, 1871	41
Mouth of Black Lake n		Deed of conveyance o	November 12, 1873	42
Grand Rapids.				
C. D. & Can. G. T. Jct. R. R. (Lenox)		Stock control	1882	50
Ridgeway p	Dec. 7, 1873	Foreclosure sale	February 23, 1906	43
of Number 42		Stock control 100%		50
via Bridge, Grosse Isle, Ferry or Bridge to Canada Shore.		Consolidation	August 20, 1873	46
Tunnel		Consolidation	August 20, 1873	46
Grosse Isle.				
of Nos. 44 and 45		Stock control		50
Canada Main Land	Sept., 1873			
E. Bank of Grosse Isle		Discontinued.		
State Line (Toledo)		Consolidation	May 29, 1872	49
		Consolidation	May 29, 1872	49
		Stock control		50
Detroit		Lease for corporate life	January 2, 1906	83
Springwells b	Sept. 1, 1873	Deed of conveyance	September 27, 1916	83
		Agreement for joint operation.	December 12, 1882	82
		Lease for 999 years	January 1, 1904	83
Bay City		Foreclosure sale	September 11, 1889	52
of Numbers 51		Lease in perpetuity	February 1, 1890	82
North Midland	Dec., 1889	Deed of conveyance	September 27, 1916	83
Sturgis		Foreclosure sale	September 11, 1889	54
Sturgis	Jan., 1889			
Number 53		Stock control 83⅓%	1890	82
		Stock control 16⅔%	1890	e
Sturgis		Lease in perpetuity	February 1, 1890	f
Findlay		Lease in perpetuity	February 1, 1890	82
State Line		Consolidation	August 8, 1887	57
		Consolidation	August 8, 1887	57
Constituent Companies		Lease for 99 years g	August 4, 1890	58
Indiana State Line	Aug. 4, 1890	Foreclosure sale	December 8, 1898	59
		Lease. g		
		Conveyance	No data	60
franchises of No. 57		Lease for 50 years	February 23, 1900	61
Benton Harbor	1901	Assignment of lease	March 15, 1905	83
		Lease to Feb. 23, 1950	March 15, 1905	83
One mile east of city limits, Detroit, in Hamtramck Township.		Deed of conveyance k	September 23, 1901	63
Hamtramck Township	Date unkn'n			
East limits, Detroit		Sale and transfer	March 31, 1902	64
Belle Isle Bridge.				
Belle Isle Bridge		Lease for 25 years	April 1, 1902	83
Belle Isle Bridge	Purchased.			
J. L. & S. R. R.		Changes in articles	April 30, 1887	66

c No. 50 holds no property in Michigan by direct title, as it is not a legal entity of the State. It has, however, controlled the actions of Numbers 43, 46 and 50 of this outline for many years and through it the Michigan Central Railroad Company has acquired its interests in these roads.

d Via Montcalm, Ionia and Barry counties, etc.

e Originally vested in Lake Shore and Michigan Southern Railway Company now New York Central Railroad Company.

f To L. S. & M. S. Ry. See New York Central Railroad.

g This lease was made January 6, 1890. The annual report of Number 57 for 1890 and following years is authority. It ceased to operate apparently February 28, 1899.

h No. 60 is an Indiana corporation.

i This branch is in title of No. 61 and leased direct to No. 83.

k Wayne Deeds, L. 561, P. 52.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
66	Lansing Transit Railway Company.....	May 3, 1887	Amended articles	2.00	Grand and Ottawa Streets....
				.71	**Grand and Ottawa Streets**....
67	Lansing Manufacturers Railroad.....	Aug. 30, 1904	Association.....	6.00	North Lansing.....
				5.42	**N. Y. C. R. R., North Lansing**..
68	The Detroit, and Charlevoix Railroad Company.	Jan. 3, 1901	Association.....	60.00	Frederick..... m..
				25.50	**Frederick**.....
				17.16	**Alba**.....
				8.00	**Blue Lake Junction**.....
				27.19	**Various branches and spurs**.....
				2.74	**Various branches and spurs**.....
69	The Kalamazoo, Lowell and Northern Michigan Railroad Company.	Nov. 20, 1871	Association.....	68.00	Kalamazoo via Hastings.....
70	Chicago, Kalamazoo and Saginaw Railway Company.	July 3, 1883	Association.....	31.00	Kalamazoo.....
71	Chicago, Kalamazoo and Saginaw Railway Company.	Dec. 10, 1887	Amended articles	141.00	C. & G. T. R. R. in N. E. corner of Cass County.
				44.90	**Kalamazoo**.....
				1.66	**At Kalamazoo.**
				9.41	**Kalamazoo**.....
				9.41	*Pavillion Junction*..... s..
72	Michigan Central Bridge Company.....	Jan. 23, 1896	Association.....	3.00	Bridge, Detroit River.....
73	Detroit River Bridge Company.....	Dec. 3, 1898	Amended articles	.....	.....
74	The Michigan & Canada Bridge & Tunnel Company.	April 5, 1905	Amended articles	3.00	Bridge, Wayne County.....
				3.00	Tunnel, Wayne County.....
75	The Canada and Michigan Bridge and Tunnel Company.	Dominion	Company.....	.....	Bridge or Tunnel, Detroit River.
76	Detroit River Tunnel Company.....	Dec. 13, 1905	Consolidation....	.....	Property and franchises.....
				2.72	**Detroit (Tunnel)**.....
					New Terminal.....
77	The Buchanan & St. Joseph River Railroad Company.	Oct. 12, 1894	Association.....	1.75	Buchanan.....
				1.77	**Buchanan**.....
78	The Detroit, Delray & Dearborn Railroad Company.	Sept. 19, 1895	Association.....	6.00	Delray.....
				4.84	**Dearborn**.....
				.81	**Oakwood**.....
				.34	**Extension**.....
				2.19	**Various**.....
79	The Toledo and Milwaukee Railroad Company. b	June 21, 1897	Association.....	170.00	State Line and Ann Arbor R. R.
80	Detroit, Toledo & Milwaukee Railroad Company.	Sept. 7, 1897	Amended articles	121.50	**Monteith**.....
				66.50	*Homer*.....
				66.50	*Allegan*.....
				39.01	*Allegan*.....
81	Detroit, Toledo & Milwaukee Railroad Company.	Aug. 3, 1916	Amended articles	94.00	Dundee.....
				19.35	*Homer*.....
82	Michigan Central Rail Road Company..	Act No. 42 of 1846, Approved Mar. 28, 1846	An act to incorporate, etc.	.....	Detroit..... g....
				48.50	**Kalamazoo**.....
				27.00	**Niles**.....
				9.90	**New Buffalo**.....
				55.90	**Michigan City**.....

k This is joint control between the Lake Shore and Michigan Southern Railway Company and Michigan Central Railroad Company, each owning one-half of capital stock. The lease was effective September 15, 1887.

l The Lake Shore and Michigan Southern Railway Company was joint lessee.

m This road was built in part by estate of David Ward as a forest road some years prior to the organization of No. 68, but was evidently doing some business as a carrier. Poor's Manual of Railroads for 1896, mentions David Ward's Road as the "Frederick & Charlevoix R. R." and describes it as standard gauge, 45 miles, Charlevoix to South Arm, completed in 1895 and "grading is completed for an additional 60 miles." On March 9th, 1887 Detroit, Charlevoix and Escanaba Rail Road Company filed for a franchise over practically the route of No. 68 and seems to have made some progress in the development of its project. Possibly some of its work may have passed title through the David Ward Estate to No. 68.

n Sale was authorized by appropriate corporate action of No. 69, on July 17, 1883. See Barry Deed Recorded October 19, 1886. The property conveyed extended from Grand River Valley R. R. at Hastings to Kalamazoo.

p Lessee is Grand Trunk Western Railway Company. The lessor reserved right to joint use with lessee company of this part of road but it seems at present to not be operated by No. 71 except it be for terminal movements in Kalamazoo. No. 71 also enjoys joint use of railroad property of The Chicago and Kalamazoo Terminal Railroad Company in the city of Kalamazoo under a lease of even date with this lease.

r While No. 71 is controlled by the Michigan Central Railroad Company it stands as a separate corporate entity, and is operated separately.

s Pavillion Junction is the connection with the Chicago and Kalamazoo Terminal Railroad at Kalamazoo.

t This lease was made effective from January 1, 1904.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
J. L. & S. R. R., Lansing		Stock control 100%	1888	k
J. L. & S. R. R., Lansing.		Lease for 99 years	February 18, 1888	82
South Lansing.				
G. T. W. Ry. South Lansing	June, 1905	Lease for 25 years	July 1, 1905	83 l
Charlevoix		Stock control 100.%	May 2, 1907	83
Alba	Sept. 2, 1901	Deed of conveyance	September 20, 1916	83
East Jordan	Sept. 16, 1901			
Blue Lake	1901			
	Year ended June 30, 1913			
	Year ended June 30, 1914			
Smyrna		Deed of conveyance..n	December 31, 1884	70
Hastings		Change of termini	October 29, 1887	71
City of Saginaw via Kalamazoo and Hastings.				
Woodbury	Sept. 1, 1889	Stock control 60%...r	1906	83
Pavillion	Dec. 1, 1901			
Pavillion		Lease for 99 years	August 1, 1910	p
Wayne County		Change of name	December 1, 1898	73
		Change of name, purpose, etc.	March 30, 1905	74
Over Detroit River or Under Detroit River.		Consolidation	June 9, 1905	76
Windsor or Sandwich		Consolidation	June 9, 1905	76
of Numbers 74 and 75		Stock control 100%	From organization	83
Windsor, Ontario	Oct. 16, 1910	Lease for 999 years	January 1, 1907.....t	83
Building, Detroit.....z	Dec. 26, 1913			
Buch. Pow. & Elec. Co. Dam		Stock control 100%	On or before 1901....a	82
St. Joseph River	1895	Deed of conveyance	June 19, 1912	83
Dearborn		Stock control 100%	At organization	82
Delray	Oct. 5, 1895	Deed of conveyance	September 29, 1916	83
T. C. S. & D. Connection	1906			
	1909			
Extensions	Various dates.			
Holland		Change of name	July 22, 1897	80
Dundee	Nov. 29, 1883	Stock control.....c	Early in 1902	83
		Change of terminus, etc.	April 17, 1916	81
Dundee		Assigned for operation	January 1, 1905	d
Homer		Assigned for operation	January 1, 1905	83
Battle Creek		Deed of conveyance	September 1, 1913	e
3.4 miles west of Battle Creek.				
Moscow		Assigned for operations	.....f	83
State Line (Indiana)		Surrender of charter..h	December 4, 1901	83
Niles	Aut'n, 1848			
New Buffalo	Spring, 1849			
Michigan City (Ind.)	Autu'n, 1850			
Chicago	May, 1852			

z Evidently a transfer of title to some of the Detroit property of the Michigan Central Railroad Company has been made to No. 76 and the New Terminal Building at Detroit constructed by it.

a Control was acquired after October 18, 1894.

b For predecessor corporations of this company see outline of the New York Central Railroad. Full details are given in that outline.

c Control is exercised jointly with New York Central Railroad, in equal division.

d Lake Shore and Michigan Southern Railway Company.

e Michigan and Chicago Railway Company was grantee in this transfer which involved a surrender by No. 83 of that part of road.

f There was a redivision of road between proprietor corporations incident to sale noted in note e.

g Act No. 42 fixed the route via "Ypsilanti, Ann Arbor, Dexter, Jackson, Marshall, Battle Creek, Kalamazoo to some point in the State of Michigan on or near Lake Michigan, which shall be accessible to steam boats navigating said Lake." It also empowered No. 82 to purchase the railroad property of the State, herein outlined as No. 4 and granted power to alter, change, re-locate and reconstruct the road but not "so as to change materially the route thereof." The southern boundary line of the State was made the westerly terminus. Act No. 197 of 1848 further empowered the company to exercise proprietary control over any authorized company to build a rail road, to connect the central railroad from its western terminus with the City of Chicago. Much reconstruction and relocation of alignment has been carried out by the company.

h This surrender was in compliance with Act No. 2 of the special session of the Legislature in 1900.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
83	The Michigan Central Railroad Company.	Dec. 30, 1901	Reincorporation.	.....	Property and franchises.....
					Haakwood Branch.....
				2.65	*Keogh Siding*.....
					St. Helen.....
					Page Branch.....
				.53	*East Jordan Branch*.....
				3.65	*Sec. 3, T. 28 N., R. 5 W*.....
				1.13	*Back End of*.....
				7.01	*Sallings*.....
				.17	*East Jordan Branch*.....
				.85	*McGraw Branch*.....
	NEW YORK CENTRAL RAILROAD.				
1	The president, directors and company of La Plaisance Bay Harbor Company.	April 19, 1825	An act to incorporate.	.50	**Joint track and warehouse at**....
2	The Erie and Kalamazoo Railroad Company.	April 22, 1833	An act to incorporate.	.....	Port Lawrence (Toledo) via Adrian.
				22.00	**Toledo, Ohio**.....
3	The Havre Branch rail-road Company..	Mar. 28, 1836	An act to incorporate.	.....	Havre, Monroe County.....
4	The Palmyra and Jacksonburg rail-road Company.	Mar. 28, 1836	An act to incorporate.	.....	Palmyra.....c...
					Palmyra.....
5	River Raisin and Lake Erie rail-road Company.	Mar. 26, 1836	An act to incorporate.	.....	LaPlaisance Bay on Lake Erie via Monroe and Dundee.
				3.50	**Monroe**.....
				.38	**Connection to No. 10**.....
6	Maumee Branch Railroad Company....	Aug. 22, 1835	An act to incorporate.	.....	Mouth of Maumee River.....
7	Maumee Branch Railroad Company....	June 21, 1837	Act No. VI (Spec. Sess.)	.....	Manhattan, Ohio via No. 3.....
8	The Havre Branch rail-road company..	Mar. 29, 1840	Act No. 68... f	.....	State Line near Havre.....
9	Dundee Branch of Southern Railroad...	April 6, 1838	Joint Resolution No. 20.	.....	Route at discretion of.....
10	Southern Railroad (State Internal Improvement).	Act No. 67, 1837. Approved Mar. 20, 1837.	An act authorising.	.....	Navigable waters of River Raisin via Monroe.
				18.00	**Monroe**.....
				16.34	**Petersburg**.....
				11.00	**Adrian**.....
				6.46	**Clayton**.....
				15.90	**Hudson**.....
11	The Michigan Southern Railroad Company.	Act No. 113, 1846. Approved May 9, 1846.	An act to incorporate.	.....	Route fixed and authorized.....
					Lenawee Junction.....
				4.51	**Hillsdale**.....
				18.00	**Jonesville**.....
				23.70	**Coldwater**.....
				11.75	**Sturgis**.....
				2.64	**White Pigeon**.....
				3.92	**White Pigeon**.....
				12.30	**Tecumseh**.....
12	Northern Indiana Railroad Company (of Ind., Ohio and Ill.).	(July 8, 1853, Foreign).	Consolidation...	.....	**No data**.....

* The New York Central Railroad Company controlled the Michigan Central Railroad Company as of December 31, 1918 by virtue of the ownership of a majority of the capital stock of the latter company.

a See Report of Attorney General, in House Documents of 1842, page 47. This road was constructed and in operation by horse power prior to March 31, 1840. It had probably been operated two or three years. Records indicate that the road was not bearing locomotive traffic up to the time of transfer to No. 11. The La Plaisance Bay Harbor Company owned one-half mile of trestle and track jointly with No. 5 and all of warehouse at La Plaisance Bay. The purchase of No. 5 was authorized by Act No. 100 of 1840.

b The Illustrated History and Biographical Record of Lenawee County, 1903, page 21 states that November 2, 1836 was the date of completion of this road. The motive power on this road was horses until August, 1837.

c The charter made Tecumseh and Clinton points in the route.

d A report of the Board of Internal Improvement dated December 1, 1845 (J. Doc. 1846, Doc. No. 4) shows that this road had been operated to Clinton on wooden rails by the corporation but dates are not available.

e The date of this transfer is not known. Act No. 67 of 1837 authorized purchase and appropriated $30,000.00. The Board of Internal Improvement reported in 1838 that conveyance had been made (H. Doc. 1838, page 146). Also that survey had been made by State and estimates prepared (H. Doc. 1838, page 451). In 1839 they reported that bids had been received but award of contract was withheld and recommendation was made for a change of route, which was made possible by Act No. 68 of that year (H. Doc. 1839, page 308).

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
of Number 82		Stock control.		*
End of Ellis Branch	Mar. 29, 1917	Discontinued.		
End of Black River Branch	Aug. 13, 1917	Discontinued.		
End of Cameron Branch	Aug. 9, 1917	Discontinued.		
End of Cardinal Branch	Oct. 1, 1917	Discontinued.		
Back end of Camp No. 14 Branch	Oct. 15, 1917	Discontinued.		
End of Blue Lake Branch	Oct. 24, 1917	Discontinued.		
Camp No. 14 Branch	Nov. 2, 1917	Discontinued.		
Johannesburg	1917	Reduced mileage.		
End of Cutting Branch	Jan. 15, 1918	Discontinued.		
End of Murray Branch	June 15, 1918	Discontinued.		
La Plaisance Bay	No data	Deed of conveyance..a	September 15, 1840	10
Kalamazoo River		Leased in perpetuity	August 1, 1849	11
Adrian	About June	20, 1837. b		
Westerly to Maumee Branch Railroad or Erie and Kalamazoo R. R.		Assignment	e	10
Jacksonburgh		Control	From organization	2
Tecumseh d	Aug. 9, 1838	Sale and transfer	1844	10
Erie and Kalamazoo Railroad at Blissfield..i		Deed of conveyance	September 17, 1840	10
		Merger Jt. Res. No. 24	April 13, 1841	10
La Plaisance Bay	Prior to 1840			
at Monroe	1841			
Erie & Kalamazoo R. R. j		Act No. VI	June 21, 1837	7
Erie & Kalamazoo R. R		Act No. 68	March 29, 1840	8
Southern R. R. Monroe				f
Board of Int. Improvement	g			
New Buffalo		Act No. 68, 1840...f	March 29, 1840	8
		Act No. 113, 1846	December 28, 1846	11
Petersburg h	Spring, 1839			
Adrian	Nov. 23, 1840			
Clayton	Summer, 1842			
Hudson	May 27, 1843			
Hillsdale	Sept. 25, 1843			
for No. 10 also Manchester.				
Jonesville	Sept., 1850	Consolidation	April 5, 1855	13
Coldwater	Dec., 1850			
Sturgis	March, 1851			
White Pigeon	July, 1851			
State Line (South Bend)	Oct. 4, 1851			
Constantine	1852			
Manchester	1855			
		Consolidation	April 5, 1855	13

f This Act authorized Maumee Branch railroad to construct this railroad and provided that the State should not be held liable for default in construction previously undertaken of Havre Branch Railroad. Forfeiture was made operative in four years. The subsequent history seems to be obscure. Probably project was abandoned.

g A contract for this branch was made in 1838 and the Superintendent of the "Southern" reported November 25, 1841 that it was nearly ready for iron but that "nothing has been done on this work since I have had charge of the work." (J. Doc. 1841, page 204).

h The road was completed to Petersburg in autumn of 1838 but motive power did not arrive until spring of 1839.

i A branch was provided for from Monroe to head of ship navigation on River Raisin, also a branch from Dundee to River Raisin and Grand River rail-road.

j The act stipulates "and to connect with and use the Erie and Kalamazoo Railroad, or any part of it, when completed," etc. Trackage rights seem to be granted.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
13	The Michigan Southern and Northern Indiana Rail Road Company.	May 18, 1855	Consolidation...	.....	Property and franchises.....
				21.10	**Manchester**.....
				3.92	*White Pigeon*.....
14	The Detroit, Monroe and Toledo Railroad Company.	April 26, 1855	Association.....	47.00	Detroit via Monroe.....
				40.50	**Detroit**.....
				10.93	**Monroe**.....
15	St. Joseph Valley Rail Road Company..	Act No. 199, approved April 3, 1848.	An act to incorporate.	.....	St. Joseph via Cassopolis.....
				7.50	**Constantine**.....
16	The Schoolcraft and Three Rivers Railroad Company.	June 6, 1855	Association.....	13.00	At or near Schoolcraft.....
				12.00	**Schoolcraft**.....
17	The Schoolcraft and Three Rivers Railroad Company.	Mar. 29, 1870	Consolidation..k	.....	Property, rights, etc.....
18	Kalamazoo and Schoolcraft Railroad Company.	June 9, 1866	Association.....	14.00	Kalamazoo.....
				10.30	**Kalamazoo**.....
19	Kalamazoo and White Pigeon Railroad Company.	Sept. 24, 1869	Consolidation...	.....	All property, tangible and.....
20	The Amboy Lansing and Traverse Bay Railroad Company.	Jan. 29, 1857	Association.....	300.00	Amboy via Hillsdale and.....
		Mar. 21, 1857	Acceptance.....	.....	**United States**.....
21	The Northern Central Michigan Railroad Company.	Nov. 12, 1866	Association.....	80.00	Lansing.....n...
				22.30	**Jonesville**.....
				20.20	**Albion**.....
				18.60	**Eaton Rapids**.....
22	The Kalamazoo and Allegan Railroad Company.	June 18, 1867	Association.....	24.00	Kalamazoo.....
23	Kalamazoo and Grand Rapids Railroad Company.	Jan. 3, 1868	Association.....	50.00	Kalamazoo.....
24	The Kalamazoo, Allegan and Grand Rapids Railroad Company.	June 3, 1868	Consolidation...	.....	All property, tangible and.....
				25.30	**Kalamazoo**.....
				32.65	**Allegan**.....
25	The Lake Shore Railway Company.....	Ohio and	Penn. Corp.....	.....	.....
26	Lake Shore and Michigan Southern Railway Company.	June 2, 1869	Consolidation...	.....	All property tangible and.....
27	South Eastern Michigan Railway Company.	May 19, 1871	Association.....	65 00	East line of Monguagon Twp..
28	Chicago and Canada Southern Railway Company.	Ind., Ill. and	Ohio Corp.....	.....	.....
29	Chicago and Canada Southern Railway Company.	Oct. 28, 1871	Consolidation...	.....	Property and franchises.....
				20.00	**Blissfield**.....
				43.10	**Detroit River Bridge**.....
30	The Detroit and Chicago Railroad Company.	Nov. 24, 1888	Reorganization..	.....	Property, franchises, rights, etc..
					Grosvenor.....
					Corbus.....
				26.47	*Chandler*.....
32	Detroit, Hillsdale and Indiana Railroad Company.	Feb. 3, 1869	Association.....	80.00	Ypsilanti (M. C. R. R.).....
33	Detroit, Hillsdale and Indiana Railroad Company.	Nov. 3, 1869	Amended articles	80 00	Ypsilanti (M. C. R. R.).....
				11.10	**Ypsilanti**.....
				13.30	**Saline**.....
				36.70	**Manchester**.....
				3.70	**Hillsdale**.....
34	The Detroit, Hillsdale & South Western Railroad Company.	Jan. 30, 1875	Reorganization..	80.00	All property, franchises.....
35	The Jackson, Fort Wayne and Cincinnati Railroad Company.	Sept. 26, 1868	Association.....	45.00	Jackson.....
36	Fort Wayne, Jackson and Saginaw Railroad Company.	Indiana	corporation.....	.....	.....
37	The Fort Wayne, Jackson and Saginaw Railroad Company.	April 6, 1869	Consolidation...	.....	Property and franchises of.....
				38.10	**Jackson**.....
				7.90	**Reading**.....

k This instrument was, in effect, to some extent a consolidation.

m This transfer included only the property, franchises, Land grant, etc., lying south of Michigan Avenue in Lansing. Act No. 57 of 1867 confirmed to No. 21, the land grant south of Michigan avenue, Lansing, originally made to No. 20.

n Eaton Rapids, Albion and Homer are points in route.

o Report to R. R. Commissioner for 1872 shows dates as follows: Jonesville to Albion June 22, 1872: Albion to Eaton Rapids September 29, 1872: Eaton Rapids to Lansing December 8, 1872. The nearness of this report to the dates shown seem to make it the best authority. However, is is possible that regular service was not given at these dates.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
of Nos. 11 and 12		Consolidation	April 16, 1869	26
Jackson	July, 1857			
Constantine		Lease	November 21, 1864	15
State Line (Erie Twp.)		Lease in perpetuity	July 1, 1856	13
Monroe	Dec. 25, 1855	Consolidation	April 29, 1914	67
State Line (Toledo)	July, 1857			
St. Joseph County		Instrument of con'ance..k	August 14, 1869	17
Three Rivers	1855			
At or near Three Rivers		Consolidation.....k..	August 14, 1869	17
Three Rivers	May 3, 1867			
of Nos. 15 and 16.				
Schoolcraft		Consolidation	August 14, 1869	19
Schoolcraft	May 3, 1867	Consolidation	August 14, 1869	19
intangible of Nos. 17 and 18		Stock control	At organization	45
		Lease in perpetuity	May 1, 1897	45
		Consolidation	April 29, 1914	67
Lansing to Traverse Bay		Transfer of franchises.		
Land Grant		Land grant, etc.....m.	January 12, 1867	21
At or near Amboy		Stock control 100%	1873	45
Albion	Jan. 7, 1872	Lease for corporate life..	May 1, 1897	45
Eaton Rapids	Sept. 30, 1872	Consolidation	April 29, 1914	67
Lansing.....o....	Jan. 13, 1873			
Allegan via Otsego		Consolidation	April 27, 1868	24
Grand Rapids		Consolidation	April 27, 1868	24
intangible of Nos. 22 and 23		Lease for 999 years	September 21, 1869	45
Allegan	Nov. 23, 1865			
Grand Rapids	Mar. 1, 1869 p			
		Consolidation	April 6, 1869	26
intangible of Nos. 13 and 25		Consolidation	June 22, 1869	45
South line of Medina Twp., Lenawee County		Consolidation	July 11, 1871	29
		Consolidation	July 11, 1871	29
of Nos. 27 and 28		Lease and control	November, 1879	45
State Line (Fayette)	1872	Foreclosure sale	September 25, 1888	30
Blissfield	Nov. 13, 1873			
of No. 29		Proprietary control	At organization	45
Corbus	1888 withd'n v	Consolidation	April 29, 1914	67
Dundee	Dec. 5, 1897	Abandoned.		
Dundee		Quit claim deed	November 15, 1897	r
N. E. corner of State of Indiana	.....r..	Change of easterly terminus.	1869.....t..	26
N. E. Corner of State of Indiana		Foreclosure sale	January 28, 1875	34
Saline	July, 1871			
Manchester	Sept. 23, 1871			
Hillsdale	Jan., 1872			
Bankers	Nov., 1872			
and powers of No. 33		Leased in perpetuity	September 5, 1881	45
State Line (Fort Wayne)		Consolidation	January 26, 1869	37
		Consolidation	January 26, 1869	37
Nos. 35 and 36		Foreclosure sale	December 3, 1879	38
Reading	Nov. 22, 1869			
State Line (Angola, Ind.)	Jan. 17, 1870			

p See History of Grand Rapids by Baxter, page 530, for authority that freight service commenced regularly March 22, 1869, and passenger service March 29, 1869. On March 1, 1869 a locomotive and car was run into Grand Rapids to fulfill the terms of a municipal grant.

r This transfer was made to the Detroit and Lima Northern Railroad Company and is now part of the Detroit, Toledo and Ironton Railroad.

t The documents bear no day.

v This part was abandoned in 1893.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
38	Fort Wayne and Jackson Railroad Company.	Jan. 5, 1880	Reorganization		All property, franchises
39	The Sturgis and State Line Railway Company.	Dec. 29, 1886	Association	5.00	Sturgis
40	The Indiana and South Western Railway Company.	Indiana	corporation		
41	The Canada and St. Louis Railway Company.	Nov. 17, 1887	Consolidation		All property and franchises **Sturgis**
42	Sturgis, Goshen and St. Louis Railway Company.	May 29, 1890	Reorganization		All property, franchises
43	Battle Creek & Sturgis Railway Company.	a		**7.19**	**Sturgis**
44	The Buffalo and Erie Railroad Company.	N. Y. and	Penn. Corp		
45	The Lake Shore and Michigan Southern Railway Company.	Aug. 13, 1869	Consolidation	 *5.71*	All property, franchises *Palmyra*
46	The Ohio & Michigan Railway Company.	May 21, 1870	Association	95.00	State Line (Amboy)
47	Mansfield, Coldwater & Lake Michigan Railway Company.	Ohio	corporation		
48	Mansfield, Coldwater and Lake Michigan Railroad Company.	May 23, 1871	Consolidation	 **11.50**	Property and franchises **Allegan**
49	Allegan and South Eastern Railroad Company.	Jan. 22, 1878	Reorganization		All property, franchises and
50	The Toledo and Milwaukee Railway Company.	Aug. 8, 1879	Association	144.00	State Line (Ann Arbor R. R.)
51	The Toledo and Michigan Railway Company.	Ohio	corporation		
52	The Michigan and Ohio Railroad Company.	Oct. 9, 1883	Consolidation	 **121.50**	All property and franchises **Monteith**
53	Jackson and Ohio Railroad Company	Jan. 19, 1884	Association	40.00	Jackson
54	The Cincinnati, Van Wert and Michigan Railroad Company.	Ohio	corporation		
55	The Cincinnati, Jackson and Mackinaw Railroad Company.	Mar. 12, 1886	Consolidation	 **22.18**	Property and franchises **Addison Junction**
56	Michigan and Mackinaw Railroad Company.	July 16, 1891	Association	155.00	State Line (Waldron)
57	Cincinnati and Michigan Railroad Company.	Ohio	corporation		
58	Cincinnati, Jackson & Mackinaw Railway Company.	Mar. 9, 1892	Consolidation	 *22.18* **133.00**	Property and franchises *Addison Junction* **Road of No. 52**
59	The Toledo and Milwaukee Railroad Company.	June 21, 1897	Association	170.00	State Line (Ann Arbor R. R.)
60	Detroit, Toledo & Milwaukee Railroad Company.	Sept. 7, 1897	Amended articles	170.00 *66.50* *66.50* *39.01*	Same as No. 59 *Allegan* *Homer* *Battle Creek*
61	The New York Central and Hudson River Railroad Company.	New York	corporation		
62	Chicago, Indiana and Southern Railroad Company.	Ind. and Ill.	corporation		
63	The Dunkirk, Allegheny Valley and Pittsburg Railroad Company.	N. Y. and	Penn. Corp		
64	The Terminal Railway of Buffalo	New York	corporation		
65	Geneva, Corning and Southern Railroad Company.	N. Y. and	Penn. Corp		
66	The Swan Creek Railway Company of Toledo.	Ohio	corporation		
67	The New York Central Railroad Company.	Dec. 23, 1914	Consolidation		Property and franchises of Nos.

a Joint control over this company is exercised with the Michigan Central Railroad Company, which see for full details regarding No. 43.

b This was a portion of the old Erie and Kalamazoo Railroad. The date when abandoned seems to be not available.

c Frederick P. Olcott, Samuel Thomas and Richard T. Wilson were purchasing trustees acquiring the property by deed dated February 18, 1887 and conveyed by deed to No. 55 in accordance with Act No. 35 of 1887. Recital of transaction and deed was filed with the Secretary of State April 19, 1887. Proof of approval of purchase by stockholders of No. 55 was filed July 1, 1887.

d This part of road passed to the Cincinnati Northern Railroad Company. The date and manner of transfer is not of record with the Commission. See Cincinnati Northern R. R.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
and powers of No. 37		Leased, indefinite	August 24, 1882	45
State Line (S. W'ly)		Consolidation	July 1, 1887	41
		Consolidation	July 1, 1887	41
of Nos. 39 and 40		Foreclosure sale	August 17, 1889	42
State Line	Prob'ly 1888			
and powers of No. 41		Stock control 100%	Dec. 1, 1889	45
		Sale and transfer	June 11, 1915	67
Findlay		Stock control 16⅔%	1890	45
		Lease in perpetuity	February 1, 1890	45
		Consolidation	June 22, 1869	45
and powers of Nos. 26 and 44		Consolidation	April 29, 1914	67
Adrian	b	Abandoned.		
Allegan		Consolidation	December 28, 1870	48
		Consolidation	December 28, 1870	48
of Nos. 46 and 47		Foreclosure sale	August 28, 1877	49
Monteith	Sept., 1871			
powers of No. 48 within the State of Michigan		Deed of conveyance	March 13, 1883 k	50
Allegan		Consolidation	June 25, 1883	52
		Consolidation	June 25, 1883	52
of Nos. 50 and 51		Foreclosure sale	November 4, 1886 and	55
Dundee	Nov. 29, 1883	Sale and transfer.	March 25, 1887. c	
State Line (Bryan, Ohio)		Consolidation	January 20, 1886	55
		Consolidation	January 20, 1886	55
of Nos. 53 and 54		Foreclosure sale c	January 8, 1892	56
State Line	July 10, 1889			
Allegan		Consolidation	July 17, 1891	58
		Consolidation	July 18, 1891	58
of Nos. 56 and 57.				
State Line (Waldron)				d
Road of No. 52		Foreclosure sale	January 5, 1897	59
Shore of Lake Michigan at or near Holland		Change of name	July 22, 1897	60
		Stock control 50%	1902	f
		Stock control 50%	1902	45
Homer		Leased in perpetuity	January 1, 1905	f
Dundee		Leased in perpetuity	January 1, 1905	45
Allegan		Sale and transfer	September 1, 1913	g
		Consolidation	April 29, 1914	67
		Consolidation	April 29, 1914	67
		Consolidation	April 29, 1914	67
		Consolidation	April 29, 1914	67
		Consolidation	April 29, 1914	67
		Consolidation	April 29, 1914	67
45, 61, 62, 63, 64, 65, 66, 14, 19, 21 and 30.	h			

e J. K. Todd purchased for reorganization committee. The property was sold under decree of the U. S. Court for the Northern District of Ohio.

f The Michigan Central Railroad Company exercises joint control with No. 45 and one-half of road is leased to this company. A redivision of the line at Moscow was made incident to the sale of part of road September 1, 1913.

g This part of property was conveyed to Michigan and Chicago Railway Company now Michigan Railway Company and converted for use of electric equipment.

h While the agreement to consolidate was made April 29, 1914 it did not receive the approval of all the State Public Service Commissions until December 22, 1914. The consolidation became actually effective as a service factor January 1, 1915.

i This section of this road was operated by the Grand Rapids and Indiana Railroad Company from January 1, 1874 to December 31, 1882 under a lease.

k This transfer embraced only the property of the company extending from Allegan to a point 33 miles southeast of Monteith.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	LAKE SUPERIOR & ISHPEMING RY.				
1	Lake Superior and Ishpeming Railway Company.	Feb. 24, 1893	Association.....	18.50	Shore of Lake Superior in City of Marquette.
2	The Lake Superior and Ishpeming Railway Company.	Oct. 11, 1985	Amended articles	18.50	Same as.....
				19.94	**Presque Isle**.....
				.29	**Main Line**.....
				.18	**Main Line**.....
				.60	**Main Line**.....
				3.69	**Main Line**.....
				.18	**Main Line**.....
				.18	*Main Line*.....
				.29	*Main Line*.....
				.18	*Main Line*.....
				.60	*Main Line*.....
				6.91	**Ishpeming**.....
				3.02	**Eagle Mills**.....
				3.08	**Queen Mine**.....
				3.69	*Main Line*.....
				1.94	**Main Line**.....
				.92	**Ogden Switch**.....
				2.98	**L. S. & I. Ry. Connection**.....
	MANISTIQUE & LAKE SUPERIOR R. R.				
1	The Manistique and Northwestern Railway Company.	April 25, 1891	Association.....	80.00	Manistique.....
				24.00	**South Manistique**.....
				12.00	**Steuben**.....
				6.00	**Scotts**.....
				2.00	**Two miles from Shingleton**.....
2	Manistique, Marquette and Northern Railroad Company.	April 1, 1902	Association.....	60.00	Manistique..... Scotts Camp.....
				2.50	**Scotts**.....
3	Union Trust Company, Trustee.....	.....	.....	.....	.....
4	Manistique and Northern Railroad Company.	Jan. 17, 1908	Reorganization..	.....	Property, franchises.....
5	Manistique and Lake Superior Railroad Company.	July 23, 1909	Association.....	60.00	Manistique.....
				1.00	**Scotts**.....
				4.00	**Shingleton**.....
				1.90	*Scotts*.....
	MANISTEE & NORTH EASTERN R. R.				
1	Manistee and Northeastern Railroad Company.	Jan. 12, 1887	Association.....	75.00	City of Manistee.....
				32.94	**Manistee**.....c....
				2.71	**Main Line Jct.**.....d....
				5.00	**Bear Creek Jct.**.....
				18.96	**Nessen City**.....
				17.86	**Lake Ann**.....
				2.00	**Twin Mountain**.....
				1.51	**Manistee**.....
				1.00	**Peters Camp**.....
				4.50	**Twin Lake**.....
				3.00	**Solon**.....
				2.00	**Bear Creek**.....

n The Cleveland Cliffs Iron Company controlled this company to the extent of 67% of its capital stock as of December 31, 1917.

x These two pieces of road were purchased from the Chicago and North Western Railway, entire in first instance and joint one-half interest in latter case.

a Deed was dated April 29, 1902.

b Deed was dated July 31, 1909.

x The Ann Arbor Railroad Company controlled this company as of January 1, 1918 to the extent shown and has controlled t for many years. No. 5 is operated as a separate property however.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
City of Ishpeming and Mines		Change of name, etc	September 12, 1895	2
Number 1		Stock control		n
Ishpeming	Aug. 12, 1896			
Queen Mine	1897			
C. & N. W. Connection	1897			
Barnum Mine	1897			
Maas Mine	1906			
Roll Mill Mine	1908			
Roll Mill Mine	1909			
Queen Mine	1909			
C. & N. W. Connection	1908			
Barnum Mine	1909			
Jopling	Year ending June 30, 1912			
Queen Mine	Year ending June 30, 1912			
Ishpeming Yard	Year ending June 30, 1912			
Maas Mine	Year ending June 30, 1913			
Negaunee Mine	Year ending June 30,1912			
Ogden Mine x	Feb. 2, 1916			
Ogden Mine x	Feb. 2, 1916			
Negaunee and Ishpeming		Deed of conveyance	May 1, 1902 a	2
Steuben	Aug. 2, 1897			
McNeils	Dec. 26, 1897			
Two miles from Shingleton	July, 1898			
Shingleton	Dec. 31, 1898			
Shingleton. North Westward 20 miles		Foreclosure sale	September 21, 1905	3
Doyles	No data.			
		Corporate re-organization.	January 9, 1908	4
and powers of No. 2		Deed of conveyance	August 1, 1909 b	5
Shingleton and Evelyn		Stock control 100%		x
Doyles	1910	Extension.		
Doty	June, 1911			
Doyles	1911	Abandoned.		
Traverse City		Change of termini	February 24, 1909	2
Nessen City	Nov. 20, 1888			
Onekama	Jan. 14, 1889			
Peters Camp e	May 1, 1890			
Lake Ann	Oct. 13, 1890			
Traverse City	July 1, 1892			
Twin Lake f	1892			
Manistee Harbor g	1892			
Canfields Camp	1892			
Bendon f	1893			
Cedar City h	Dec. 1, 1894			
Canfields Camp e	1895	Extension.		

c This was not a common carrier until 1889.
d Onekama Branch.
e Bear Creek Branch.
f Twin Lake Branch.
g Known as River Branch and Lake Shore Branch.
h Known as Glen Arbor and Omena Branch.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
1	Manistee and Northeastern Railroad Company.—*Con.*			.50	Solon
				1.00	Manistee City
				6.50	*Twin Mountain*
				4.00	1½ miles N. of Kaleva....i
				4.00	Filers Switch.....k
				5.00	*Bear Creek (Camp)*
				3.00	1½ miles N. of Kaleva
				2.00	Filer's Switch
				13.44	Sherman
				.35	Glen Arbor Branch
				2.00	Long Lake Branch
				3.00	*Bear Creek*
				5.00	*Filer's Switch*
				3.00	Sherman's Mill
				1.00	Long Lake Branch
				5.00	Copemish (1½ mile S. of)
				1.00	*Filer's Switch*
				3.00	*Long Lake Branch*
				.67	Lake Shore Branch
				.40	Platte River Branch
				3.00	*1½ miles North of Kaleva*
				3.00	Copemish (1½ miles south of)
				10.65	Cedar City (Terminus)
				9.94	1½ miles North of Kaleva
				8.00	*One-half mile south of Copemish*
				6.64	Glengarry
2	The Manistee and Northeastern Railroad Company.	Mar. 11, 1909	Amended articles	75.00	City of Manistee
				60.00	Main Line near Kaleva
				37.79	Wexford
				17.28	Sigma
	HOUGHTON, CHASSELL & SOUTHWESTERN R. R.				
1	*Houghton, Chassell & Southwestern Railroad Company.*	Mar. 30, 1909	Association.....	20.00	Fifth St. and D., S. S. & A. Ry. Chassell.
				7.50	Chassell
				7.00	Forest
	KEWEENAW CENTRAL RAILROAD.				
1	Lac La Belle and Calumet Railroad Company.	April 4, 1883	Association.....	31.00	Lac La Belle
				7.10	Mohawk
2	Keweenaw Central Railroad Company..	April 27, 1905	Amended articles	32.00	Lac La Belle
				13.30	Phoenix
				6.50	Lac La Belle Jct.
				1.20	Ojibway
				1.99	Phoenix.....c
				5.80	Calumet Junction
				13.30	*Phoenix*
				6.50	*Lac La Belle Junction*
	ERIE & MICHIGAN RAILWAY & NAVIGATION.				
1	Erie & Michigan Railway & Navigation Company.	June 30, 1904	Association.....	.....	Docks at Alabaster
					Alabaster
				2.70	At Alabaster

i Manistee River Branch.
k Filer's Branch.
m Known as Platte River Branch.
o Long Lake Branch.
p Betsey River Branch.
s Known as Manistee River Branch.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Cedar City ..... h	1895	Extension.		
Tannery	1895	Extension.		
Bendon	1895	Abandoned.		
Easterly Forest Terminus	1895			
Buckley and Douglas Camps	1897			
Canfields ..... e	1898	Abandoned.		
Buckley and Douglas Camps	1898			
Buckley and Douglas Camps ..... k	1898	Extension.		
Honor ..... m	Dec. 21, 1898			
..... h	1899	Extension.		
..... o	1899			
Camps ..... e	1899	Abandoned.		
Buckley and Douglas Camps ..... k	1900	Abandoned.		
Honor	1900	Extension.		
Buckley and Douglas Camps ..... o	1900			
Betsey River ..... p	1900			
Buckley and Douglas Camps ..... k	1901	Abandoned.		
Buckley and Douglas Camps ..... o	1901	Abandoned.		
Novelty Works ..... g	1901	Extension.		
Empire Jct.	1901	Extension.		
Forest Terminus	1901	Discontinued.		
Betsey River	1901	Extension.		
Provemont ..... h	Dec. 17, 1902			
Glengarry ..... s	1903			
Terminus ..... p	1904	Abandoned.		
Wexford ..... s	Nov. 21, 1904			
Traverse City. a				
Sec. 3, T. 26 N., R. 6 W.				
Sigma ..... s	1909			
Grayling ..... s	1910			
Sec. 11, T. 51 N., R. 35 W.				
Otter Jct.				
Branches.				
Calumet	.....	Change of name, gauge, etc.	April 25, 1905	2
Phoenix	Prior to April 25, 1905			
Calumet	.....	Stock control		d
Mandan	Prior to June 30, 1907			
Lac La Belle	Prior to June 30, 1907			
Ojibway Mine	Prior to June 30, 1907			
Phoenix Mill	Prior to June 30, 1907			
Mohawk	June 14, 1908			
Mandan ..... e	Mar. 7, 1918	Abandoned.		
Lac La Belle ..... e	Mar. 7, 1918	Abandoned.		
D. & M. Ry., E. ½ Sec. 2, T. 21 N., R. 7 E.				
Standish, M. C. R. R.				
Terminal Tracks	1906			

a This is the site of Sigma.
h Known as Glen Arbor Branch.
c Following 1908 this branch is described Crestview Jct. to Crestview. Crestview Jct. is 0.50 miles south of Phoenix.
d The Keweenaw Copper Company controls by virtue of ownership of practically entire capital stock.
e The Commission's Order 8014 of March 7, 1918 authorized the company to discontinue service and dismantle the road here shown. For several years the company had operated no part of its road during the winter months.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
	ESCANABA & LAKE SUPERIOR RAILROAD.				
1	*Escanaba & Lake Superior Railway*	Dec. 5, 1898	Association	60.00	City of Escanaba.....f....
					Flat Rock
				63.36	**Wells**
2	Escanaba and Lake Superior Railroad Company.	Feb. 12, 1900	Association	70.00	Escanaba
				3.46	**Wells**
				8.72	**White**
				5.00	**Flat Rock**
				23.70	**Northland**
				8.72	*White*
				10.68	**White**
				2.61	**Northland**
				4.89	**Spurs on main line**
				2.04	**White**
				9.11	**Northland**
				3.46	*Wells*
				12.72	*White*
				4.89	*Spurs on Main Line*
				12.72	**Woodlawn**
				9.09	**Northland**
				24.73	*Northland*
				27.67	**Kates**
				4.66	**Turner**
				20.21	**Ralph**
				12.72	*Woodlawn*
				2.12	**Chandlers**
				.79	**Hendricks**
				.70	*Northland Branch*
				.22	*Ralph Branch*
				3.17	**Ralph Branch**
				4.22	**Hendricks Branch**
				4.59	*Northland Branch*
				.05	*Escanaba Branch*
	DETROIT & MACKINAC RAILWAY.				
1	*Lake Huron and Sout hWestern Railway*	Mar. 4, 1879	Association	26.00	Hales Mill, Tawas Bay
				19.00	**Tawas City**
2	Charles H. Prescott, Proprietor				
3	Tawas and Bay County Railroad Company.	Feb. 19, 1880	Association	40.00	East Tawas
				3.40	**Main Line**
				2.00	**Prescott**
				1.60	**Tawas**
				16.00	*Black River*
				10.96	*Mud Lake Junction*
4	Bay City and Alpena Railroad Company.	Jan. 18, 1881	Association	130.00	Bay City.....d....
					All Lines
				2.00	*Alger (Old)*
5	Alger, Smith & Co's "Railroad"	Industrial Co.		16.00	**Black River**
				10.90	**Mud Lake Junction**
6	Detroit, Bay City and Aplena Railroad Company.	April 12, 1883	Amended articles	269.00	Detroit via Bay City
				16.00	**Mills**
				12.10	**East Tawas**
				2.51	**Whitney Branch**
				1.00	**Emery Branch**
				2.19	**Carpenter Branch**

f The articles stipulate the route of main line by way of Flat Rock, then northwesterly between Escanaba and Ford Rivers. The branch was to terminate near shore of Little Bay de Noquet on south line of Section 18, Town 39 North, Range 22 West.

a This "Prescott" was at or near the county line between Ogemaw and Isoco counties, and on N. W. ¼ of Section 7, T. 21 N., R. 5. E. See Tackabury's Atlas, 1884. A time table dated February 12, 1883 showed a station named "County Line" at this point. No. 1 was organized April 15, 1878 as a narrow gauge road.

b Evidently this camp was on the S. W. ¼ of Sec. 14. T. 21 N., R. 4 E. This location was possibly named Alger temporarily. A time table effective February 12, 1883, and time tables effective December 3, 1883, and table of No. 12 effective Nov. 20, 1887 shows a difference of location of "Alger" of about ten miles and suggests that an earlier temporary location had been named Alger.

c West Harrisville is now known as Lincoln.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
S. Line of T. 45 N., R. 28 W.				
Little Bay de Noquet	.....	Sale and transfer	April 1, 1901	2
Channing	Dec. 28, 1900			
T. 43 N., R. 30 W.				
Escanaba	1901			
Golden	1901			
Escanaba	Sept. 1, 1902			
Kates	1902			
Golden	1903	Withdrawn.		
Camp 6	1903			
Kates	1903	Extension.		
.....	1903			
Camp 6	1905	Extension.		
Kates	1905	Extension.		
Escanaba	1909	Withdrawn.		
Camp 6	1909	Withdrawn.		
.....	1909			
Camp 5	1909			
Kates	1909	Extension.		
Kates	1915	Reduction.		
Logging Camps	1915			
Logging Camps	1915			
Logging Camps	1915			
Camp 5	1915	Withdrawn.		
Logging Camps	July-Dec., 1916			
Logging Camps	July-Dec., 1916			
.....	Year ended June 30, 1916	Withdrawn.		
.....	Year ended June 30, 1916	Withdrawn.		
.....	1917			
.....	1917			
.....	1917	Abandoned.		
.....	1917	Abandoned.		
W. Line of T. 21 N., R. 4 E.	.....	Foreclosure sale	October 1, 1879 *	2
Prescott a	1878			
.....	.....	Corporate organization	February 12, 1880	3
J. L. & S. R. R. near line of Bay County	.....	Deed of conveyance	July 11, 1882 *	4
Cen. of Sec. 28, T. 21 N., R. 5 E.	1881			
Camp 3 b	1881			
East Tawas	1881			
One and one-half miles south of Harrisville	.....	Deed of conveyance	May 17, 1886	6
Mud Lake	.....			
Alpena	.....	Change of name, termini	January 17, 1881	6
of preceding	1882	Change to standard gauge.		
County Line a	1886	Evidently abandoned.		
One one-fourth mi. south of W. Harrisville c	1885	Lease	1885	6
Mud Lake	1886	Deed of conveyance	May 17, 1886 †	3
Alpena	.....	Change of route	June 7, 1887	7
Alger (new)	Dec. 3, 1883			
Au Sable	Dec. 3, 1883			
.....	1883			
.....	1883			
.....	1883			

d The articles make Bay, Iosco, Alcona and Alpena counties in route.

*On September 8, 1880 the property of Number 1 was conveyed by quit claim deed by Charles M. Averill, receiver, to Number 2. On the same day it was transferred to No. 3 by deed. The Tawas and Bay County Railroad Company transferred to No. 6 under date of April 2, 1883. It will be noted that these dates do not correspond to the dates given in the outline which are apparently the effective dates of the transactions. Many of the other dates appearing in the commissions records are not the dates appearing in the land records of the different counties in the documentary evidence of transfers of property. See Iosco Deeds, L. 18, P. 46; L. 16. P. 549; L. 14, P. 356.

† See Alcona Deed L. 8, P. 465.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
6	Detroit, Bay City and Alpena Railroad Company.—*Con.*			1.40	Tawas
				2.65	Shearer
				1.20	Arns' Branch
				18.20	Au Sable
				1.85	Shearer
				22.00	Black River
				22.25	Emery Junction
				6.15	Mud Lake
				5.00	Main Line
				4.50	Louds Junction
				4.00	Mud Lake Branch
				2.50	Gustin Branch
				3.60	*Main Line*
				2.19	*Carpenter*
				2.49	Louds Junction
				1.85	Guilfords
				4.20	B. Mills
7	Detroit, Bay City and Alpena Railroad Company.	June 8, 1887	Amended articles	320.00	Detroit via Bay City
				4.90	Omaha Junction
				2.07	Mud Lake Branch
				1.44	Mud Lake Branch
				2.32	Mud Lake Branch
				1.07	Mud Lake Branch
				2.00	Mud Lake Branch
				1.22	Mud Lake Branch
				1.10	Mud Lake Branch
				4.72	*Shearer*
				2.66	*Mud Lake Branch*
				1.40	Mud Lake Branch
				2.40	Potts (old) f
				1.65	Mud Lake Branch
				2.33	Main Line
				4.15	Mud Lake Branch
				5.68	Mud Lake Branch
				2.00	Junction
				4.10	Whitney Branch
				1.34	*Mud Lake Branch*
				2.40	Loud Junction
				5.00	*Main Line*
				2.07	*Mud Lake Branch*
				4.98	Main Line
				5.25	*Mud Lake Branch*
				1.07	*Mud Lake Branch*
				2.00	Main Line
				2.10	Main Line
				3.80	*Potts (new)*
				9.60	Maitby
				9.80	*Various*
				11.25	*End of Main Branch*
				23.10	*Various*
8	*The Potts Logging Railway Company*	Aug. 5, 1887	Association	50.00	N. Bank of Au Sable River, Sec. 15, T. 26 N., R. 4 E. h
9	*The Potts Logging Railway Company*	Sept. 28, 1888	Amended articles	150.00	Potts Post Office i
					Potts
					Potts
				40.00	McKinley
				28.00	McKinley l
				38.00	Au Sable

e This section was designated "Loon Lake Branch" and later Rose City Branch.

f This station named Potts was on Loon Lake Branch and was evidently a temporary forest location. Omaha Junction was a point on Loon Lake Branch, probably same as present Smiths Junction.

g This seems to have been the junction just west of Mud Lake from which Louds Branch extended southwesterly.

x What was known as the "Y" and shown on the maps officially filed was apparently on this extension and on or near the north line of Section 16, T. 27 N., R. 6 E. It was the terminal of this the Mud Lake Branch usually described and was taken up in 1894 back to Louds Junction.

z No data is of record with the commission showing the time service was discontinued over certain of the branches described in the early development of the road, such as the Emery Branch, Whitney Branch, Arn Branch, Prescott Branch, Comstock Branch, Pritchard Branch, etc. All the branches running off the Mud Lake Branch were discontinued by or before the final abandonment of Mud Lake Branch in 1897. It is to be noted that these branches also did not receive regular service but were

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.

Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
East Tawas	1884	New location.		
Bush Lake	1884			
	1885			
One one-fourth miles south of Lincoln	Dec. 27, 1885			
Bush Lake	1886	Extension.		
Alpena	Sept. 20, 1886			
Maltby ....e....	1886			
N. Line of Sec. 16, T. 27, R. 6 E	1886	Extension on Main.		
Camp No. 2	1886			
End of Louds Branch	1886			
Millens Branch	1886			
	1886			
Cen. of Sec. 28, T. 21 N., R. 5 E	1886	Withdrawn.		
Branch	1886			
End of Louds Branch	1887	Extension.		
Branch	1887			
Branch	1887			
Alpena via Alger (Branches)	.....	Foreclosure sale	November 8, 1894	14
Potts (old) ....f....	Nov. 20, 1887	Extension.		
End of Pack & Woods Spur	1887			
End of McDonalds Spur	1887			
End of Hamilton Branch	1887			
End of Lindseys Spur	1887			
End of Ward Branch	1887			
End of Boney Branch	1887			
End of Turner Branch	1887			
End of Bush Lake Branch	1888	Withdrawn.		
Millens Branch	1888	Reduction.		
End of Main Branch	1888	Extension.		
Potts (new)	Nov. 18, 1888	Extension.		
Potters Branch	1888			
Comstocks	1888			
End of Turners Branch	1888			
Pritchards	1888			
Park & Woods' Mill	1888			
	1889	Extension.		
End of Millen's Branch	1889	Abandoned.		
End of Louds Branch	1889	Extension.		
Camp No. 2	1889	Abandoned.		
Pack & Woods Spur	1889	Abandoned.		
Comstocks	1889	Extension.		
End of Turners Branch	1889	Abandoned.		
End of Lindsey's Spur	1889	Abandoned.		
End of Sanborns Branch	1889			
End of Grahams Branch	1889			
Goodar (Potts)	Jan. 7, 1891	Abandoned.		
Rose City	Jan. 1, 1893			
Branches ....z....	1893	Abandoned.		
Loud's Junction ....g....	1894	Abandoned.		
Branches ....z....	1894	Abandoned.		
N. Line of Oscoda County	.....	Extension of line	August 23, 1888	9
North Line of Montmorency County	.....	Sale and transfer...y....	July 17, 1891	10
Damon.				
Au Sable.				
Meridian Line	July 17, 1891			
North Branch	July 17, 1891			
McKinley	July 17, 1891			

to a greater or less extent merely industrial facilities. Such as have been abandoned have been discontinued as factors in the carrier operations at various dates not of record.

h This point is designated "Potts Post Office" in the articles of No. 9 and is the same as the present rural center known as McKinley in Oscoda County.

i Necessary branches were provided.

l North Branch location is not known. These lines, narrow gauge, were evidently built by Number 9 as forest facilities, and there is nothing of record showing that they were ever operated by Number 9 as common carriers. The Au Sable and Northwestern Railroad Company in its report for 1891 shows that the lines were purchased July 17, 1891 and further shows that no expenditures were made for extensions in that year.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
10	The Au Sable and Northwestern Railroad Company.	July 17, 1891	Association.....	140.00	Au Sable.....m....
					Tong.....
				2C.00	Lewiston.....
				43.00	*McKinley*.....
				17.00	*Otsego*.....
				2.00	Millen.....
				4.00	*Red Oak*.....
				6.00	Koss.....
				8.00	Pingree.....
				8.00	*Millen*.....
				16.00	*Hill*.....
11	Henry N. Loud, George A. Loud and Edward F. Loud, Co-partners.	.....	.....	*56.00*	*Au Sable*.....
12	Au Sable & Northwestern Railway Company.	Jan. 8, 1908	Association.....	54.00	Au Sable.....r....
				51.00	Au Sable.....
				5.00	Crooked Lake Jct.....
				6.00	Comins.....
				2.00	Curran.....
				3.00	Five Channel Jct.....
				4.30	Byers.....
				6.00	*Comins*.....
13	Alpena and Northern Railroad Company.	Nov. 1, 1893	Association.....	85.00	Alpena.....
				28.90	Alpena.....
				25.70	La Rocque.....
				30.00	Forest Branches.....
14	Detroit and Mackinac Railway Company.	Dec. 29, 1894	Reorganization..	105.30	Alger.....
				23.88	Emery Junction.....
				17.23	Mud Lake Junction..s.....
				22.24	Forest.....
				5.25	*Louds Junction*.....
				48.80	Bay City.....
				11.40	*Alger*.....
				6.00	*Pritchards*.....t....
				17.50	La Rocque.....
				3.70	Onaway.....
				13.70	*Lincoln*.....
				23.20	Lincoln Junction.....
				20.70	*Valentine Lake*.....u....
				18.80	Tower.....
				3.50	Invernees.....
				8.33	Au Gres.....
				4.50	*Bush Lake Branch*.....
				.70	Cheboygan.....
				4.38	Alabaster Jct.....
				4.36	*Alabaster Junction*.....
				7.97	Hillman Junction.....
				15.93	Paxton.....
				4.70	Alpena Junction.....
				5.18	Onaway.....
				9.80	Tower.....
				8.90	Tower.....
				9.70	Tower.....
				10.90	Rogers City Junction.....
				2.80	Calcite.....

m The articles stipulate the route via Potts Village and in setting up the purposes recites "in furtherance thereof, of purchasing property, franchises, rights and privileges of Potts Logging Railway Company." The terms were such that all corporate rights of No. 9 could be acquired.

n Bear Lake was located on the N. W. ¼ of Section 21, T. 30 N., R. 1 W.

o This section was known as the south branch and had been extended. It was located through Damon. The roads of this company were utilized largely in forest industrial service and evidently were constantly undergoing abandonment, relocation, extensions, etc., as forest products became exhausted. The descriptions also probably change from year to year so that much uncertainty exists as to lines and locations.

p This sale was made by virtue of a decree of the Circuit Court of Iosco County dated December 3, 1906. The co-partners, purchasers, withdrew the road from public use for a time. Iosco Deeds, L. 57, page 26.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Charlton Township, Otsego County		Dissolution sale....p....	January 2, 1907	11
Lewiston	1896			
Otsego (Bear Lake).....n....	1897			
Woodrow.....o....	1897	Abandoned.		
Red Oak	1898	Abandoned.		
Kess	1898			
Hill	1899	Abandoned.		
Fairview	1899			
Hardy	1899			
Fairview	1900	Abandoned.		
Pingree	1900	Withdrawn.		
Hardy	Jan. 1, 1907	Withdrawn from service.		
		Corporate organisation k	December 26, 1907	12
Comins		Lease for 5 years	June 1, 1912	14
Comins	Mar. 5, 1908	Sale and transfer	June 1, 1914	14
Curran	Mar. 5, 1908			
Bonard	Dec. 10, 1909			
Byers	June 18, 1910			
Loud Dam	Dec. 11, 1912			
Beevers	Dec. 11, 1912			
Bonard	Date not available.	Withdrawn.		
Mackinaw City		Sale and transfer	April 16, 1895	14
La Rocque	Nov. 18, 1893			
Jackson Lake	Sept. 23, 1894			
	Various dates.			
Alpena. s				
Rose City.				
End of Branch.				
Branches.				
Pritchards	1896	Abandoned.		
Emery Junction	Sept. 20, 1896			
Prescott (new)	Sept. 20, 1896	Abandoned.		
Mud Lake Junction	1897	Abandoned.		
Onaway	Sept. 11, 1898			
Tower	May 13, 1900			
Black River	Dec. 15, 1901	Abandoned.		
Black River	Dec. 15, 1901			
Hurst	Aug. 6, 1903			
Inverness	May 22, 1904			
Cheboygan	July 3, 1904			
Omer	July 3, 1904			
	No data.			
Cheboygan Dock	June 23, 1907			
Alabaster	No data.			
Alabaster		Lease to July 29, 1917	July 29, 1907	v
Near Paxton	1908			
Hillman	Dec. 20, 1909			
Fletchers Dam	No date of record.			
Black River Quarry	No date of record.			
End of Wolverine Branch	No date of record.			
End of Indian River Branch	No date of record.			
End of Dog Lake Branch	No date of record.			
Calcite	June 18, 1911			
Rogers City	1911			

r Comins is mentioned in the articles as an unincorporated village on the northeast quarter of southeast quarter of Section 22, Town 28 North, Range 3 East.

s The routes given here and in the articles described the physical features of the road except branches to forest terminals. All franchises of No. 7 passed in the conveyance and the articles empower No. 14 to make "advisable" extensions on main or branch lines.

t This withdrawal, of course, involved all forest branches running from Mud Lake Branch.

u Valentine Lake is the same as Jackson Lake of Number 13.

v The Erie & Michigan Railway & Navigation Co. was lessee.

y The instrument effecting this transfer seems to have been made in the names of David Tisdale and Henry A. Harmon, Receivers of the J. E. Potts Salt & Lumber Company as grantors. The transfer was by a bill of sale recorded January 1, 1894.

k The deed effecting this transfer was dated June 5, 1914, but delivery had been actually made as shown. H. N. Louds Sons Company were grantors.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
14	Detroit and Mackinac Railway Company—*Concluded.*	.....	.....	.80	*Alpena*
				1.34	**Cowley Spur** w
				9.80	*Tower*
				9.70	*Tower*
				.....	*Onaway*
	GRAND RAPIDS & INDIANA RAILWAY. a				
1	Grand Rapids and Southern Railroad Company.	May 31, 1855	Association	87.00	State Line (Sturgis)
2	Grand Rapids and Indiana Railroad Company.	Indiana	corporation	.....	.....
3	Grand Rapids and Indiana Railroad Company.	Sept. 1, 1855 Mar. 4, 1857	Consolidation Acceptance.	.....	Property and franchises **United States**
4	Grand Rapids and Mackinaw Railroad Company.	June 8, 1857	Association	215.00	Grand Rapids
5	Grand Rapids and Fort Wayne Railroad Company.	Indiana	corporation	.....	.....
6	Grand Rapids and Indiana Railroad Company.	July 30, 1857 May 10, 1866	Consolidation Acceptance.	.....	Property and franchises **United States**
				20.90	**Grand Rapids**
				2.50	**South Grand Rapids**
				19.10	**Cedar Springs**
				3.80	**State Line**
				36.40	**Sturgis**
				21.10	**Morley**
				46.40	**Kalamazoo**
				36.40	**Paris**
				25.90	**Cadillac**
				67.00	**Fife Lake**
				1.00	**Petoskey**
				14.51	**Milton Junction**
				7.64	**Missuakee Junction**
				6.96	**Deer Lake**
				.77	**Long Lake Junction**
7	Allegan and South Eastern Railroad Company.	Jan. 22, 1878	Reorganization	11.50	**Allegan**
				11.50	*Allegan*
8	Traverse City Railroad Company	Oct. 30, 1871	Association	20.00	Traverse City
				26.00	**Walton Junction**
9	The Bay View, Little Traverse and Mackinac Rail Road Company.	May 2, 1879	Association	6.00	Bay View
				5.70	**Bay View** m
10	Grand Rapids, Indiana and Mackinaw Railroad Company.	Feb. 19, 1881	Association	32.00	Bay View k
				34.11	**Bay View**
11	The Muskegon, Grand Rapids and Indiana Railroad Company.	Feb. 12, 1886	Association	40.00	Muskegon
				36.76	**Grand Rapids**
12	Grand Rapids and Indiana Railroad Company.	Oct. 7, 1884	Consolidation	.....	Property, tangible and
				7.03	**Osceola Junction**
				.77	*Long Lake Junction*
				6.93	**Jennings Junction**
				8.92	**Big Rapids**
				3.93	**Plaster Mill**
				4.09	**Haaks Spur Jct.**
				2.75	**Osceola**
				1.07	**Bear Lake Jct.**
				6.96	*Deer Lake*
				5.39	**Lake City**
				1.69	**Herrick Branch**

w This work was a cut off line from main line to the Au Sable and Northwestern narrow gauge road just north of Au Sable River and eliminated one bridge. It involved an abandonment of part of old A. & N. W. Ry. line and was made incident to a change of gauge of the latter to standard width from the point of intersection to Comins. The Branch, Hardy to Beevers, was opened to standard gauge equipment in October, 1915.

a Baxter's History of Grand Rapids gives a good sketch of organization, financial efforts and progress of construction on this road.

b Baxter makes this date December 25, 1867. Certificates of completion was filed December 31, 1868.

c Baxter shows work completed September 13, 1870.

d Baxter states that this section was finished November 25, 1873 and accepted January 14, 1874.

e This was designated Manistee Branch.

f This was designated Missaukee Branch. Mitchell is later called Jennings.

g This was designated Deer Lake Spur and connected with Manistee Branch.

h This was a spur to Missaukee Branch.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished.				
Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
Old Depot	1912	Discontinued.		
Au Sable River Div.	June 30, 1915			
End of Wolverine Branch	Oct. 22, 1915			
End of Dog Lake Branch	Oct. 22, 1915			
End of Black Lake Branch	Sept. 24, 1917			
City of Grand Rapids		Consolidation	August 1, 1855	3
		Consolidation	August 1, 1855	3
of No's. 1 and 2		Consolidation	June 26, 1857	6
Land Grant.				
Straits of Mackinaw		Consolidation	June 26, 1857	6
		Consolidation	June 26, 1857	6
of Nos. 3, 4 and 5.				
Land Grant.				
Cedar Springs b	Dec. 23, 1867			
Grand Rapids	1868			
Morley	June 22, 1869			
Sturgis	June 22, 1870			
Kalamazoo	Aug., 1870			
Paris	Aug. 12, 1870			
South Grand Rapids	Oct. 1, 1870	c		
Cadillac	Dec., 1871			
Fife Lake	Sept., 1872			
Petoskey	May, 1874	d		
Bay View	1876			
Carey e	1882			
Mitchell f	1882			
Pelton g	1883			
Long Lake h	1883			
Monteith	Sept., 1871	Lease	January 1, 1879	6
Monteith	Oct. 19, 1882	Surrender of lease		i
Fife Lake		Lease for 50 years	January 1, 1883	6
Traverse City	Dec., 1872	Deed of conveyance	May 1, 1917	13
Little Traverse		Foreclosure sale	January 17, 1888	12
Little Traverse	Feb. 1, 1882			
Mackinaw City		Consolidation	July 2, 1884	12
Mackinaw City	July 3, 1882			
Grand Rapids		Lease for 99 years	June 9, 1886	12
Muskegon	Dec. 1, 1886	Deed of conveyance	May 1, 1917	13
intangible of Nos. 6 and 10		Foreclosure sale	June 10, 1896	13
Alyn (Olga)	1885			
Long Lake	1889	Abandoned.		
Lake City	1890			
Vincent n	1890			
Branch o	1890			
Haak's Mill	1891			
Olga	1892	Extension.		
Bear Lake t	June, 1892			
Raignels	1894	Abandoned.		
Eastwardly p	1894			
Southwardly q	1894			

i This unit of road was operated by No. 6 from 1874 until the date shown as a branch. For history of No. 7 prior to 1878 see Outline of Cincinnati Northern Railroad.

k On September 28, 1880 The Bay View and Crooked Lake Rail Road Company filed articles for a road from Bay View to Crooked Lake, six miles, and showed that their road was already built "and rails partly of wood and partly of iron have been laid thereon." This company appears to have been organized by representatives of No. 6, but there is no record in department filee of any further connection with No. 6 or No. 10. It may have passed to No. 10.

m This branch is later described "Kegomic to Harbor Springs."

n This is designated Ludington Branch and is later shown as connecting with main line at Stimson's Junction.

o This is later described "Bartlett St. Junction to South Grand Rapids."

p This was designated Herrick Branch. The terminus was at or near the present station Mynnings.

q Designated Veneer Co. Branch.

t Bear Lake Branch, seems to be later described as Walloon Lake Branch, Walloon to Walloon Lake.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
13	Grand Rapids & Indiana Railway Company.	July 11, 1896	Reorganization	.....	Property rights and
				3.08	*Merritt*
				2.75	*Osceola Junction*
				3.42	**Herrick Branch**
				5.84	*Stimson's Junction*
				3.17	**Herrick Branch**
				1.43	*Carey*
				4.09	*Haaks Spur Jct*
				3.96	**Pellston** u
				.53	**Kegomic**
				3.10	*Olga*
				.38	*Kegomic*
				13.08	*Milton Junction*
				.83	**Austin Lake**
				1.77	**Antrim, North of**
				4.46	**Alba, North of**
				1.34	**1.3 S. of Petoskey**
				3.47	*Osceola Junction*
				2.78	**Ardis Junction**
				1.75	**Pellston** y
				.48	*Osceola Junction*
				2.97	**Veneer Spur**
				1.77	*Antrim, North of*
				1.30	**Thelma Branch**
				9.00	**Missaukee Branch**
				1.07	**Ardis Junction**
				3.96	*Pellston*
				3.85	*Ardis Junction*
				5.76	*Thelma Branch*
				1.75	*Pellston* y
				.83	*Austin Lake*
	KALAMAZOO, LAKE SHORE & CHICAGO RY.				
1	Paw Paw Railroad Company	Sept. 16, 1857	Association	4.28	Paw Paw
				4.00	**Paw Paw**
2	Van Buren Division of the Toledo and South Haven Railroad.	April 21, 1876	Association	22.00	Lawton via Paw Paw a
				9.00	**Paw Paw**
3	Van Buren Division of the Toledo and South Haven Railroad.	Aug. 4, 1882	Amended articles	.....	Lawton
				6.60	**Lawrence**
4	The Lake Michigan Division of the Toledo and South Haven Railroad Company.	Nov. 25, 1884	Association	16.00	Hartford
5	Toledo and South Haven Railroad Company.	Sept. 11, 1886	Amended articles	36.00	Lawton b
				17.00	**Hartford**
6	Toledo and South Haven Railroad Company.	Sept. 2, 1887	Consolidation	.....	All property of
7	South Haven & Eastern Railroad Company.	May 23, 1894	Association	37.00	South Haven d
8	Pere Marquette Railroad Company	See outline	.....	(33.82	**South Haven**
9	*Kalamazoo, Lake Shore and Chicago Traction Company.* h	June 15, 1905	Association	.....	Kalamazoo
					Kalamazoo
10	Michigan Central Railroad Company	.....	.....	*1.58*	*Asylum Grounds*
				2.39	*Matteran*
11	*Kalamazoo, Lake Shore and Chicago Railway Company.* h	Oct. 12, 1906	Amended articles	.....	Same as
					Paw Paw
				16.60	**Kalamazoo**
				4.40	**Toquin**
					Paw Paw

r The articles of reorganization seem to except the Manistee, Osceola, Ludington, Plaster Mill and Bear Lake Branches from the specific descriptions of transfer. They are continued as facilities, however.
s Designated Widdecombe spur.
u Designated Belding Hall Spur.
v Wilkins Branch.
w Thelma Branch.
x Bear River Branch.
y Bogardus Branch.
a Lawrence was stipulated in route.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—Con.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
powers of No. 12. r				
Vincent	1896	Abandoned.		
Olga	1897	Reduction.		
Eastwardly s	1898	Extension.		
Vincent n	1899	Abandoned.		
Eastwardly s	1900	Extension.		
M. & G. R. Crossing	1900	Abandoned.		
Hoak's Mill	1900	Abandoned.		
Bogardus	1901			
Harbor Springs	1901	Extension.		
Sutliff	1904	Abandoned.		
Harbor Springs	1904	Reduction.		
M. & G. R. Crossing	1904	Abandoned.		
Long Lake	1905			
Eastwardly v	1905			
Eastwardly w	1905			
Northwardly x	1905			
Sutliff	1906	Withdrawn.		
Missaukee City	1906			
Easterly	1906			
End of Spur	1907			
Falmouth	1908			
Eastwardly v	1909			
	1909	Extension.		
Mickelson	1909			
Missaukee City	1909	Extension.		
Bogardus	1910	Abandoned.		
Missaukee City	1913	Abandoned.		
	1913	Abandoned.		
Eastwardly	1914	Abandoned.		
Long Lake	1914	Abandoned.		
M. C. R. R., S. line of Sec. 22, Antwerp Twp		Deed of conveyance c	September 9, 1886	5
Lawton	Sept., 1867	Consolidation	March 7, 1887	6
Black River at Bangor		Change of W. terminus	June 26, 1882	3
Lawrence	Oct. 1, 1877			
Hartford		Change of name, etc	September 9, 1886	5
Hartford	Mar. 8, 1883			
South Haven		Deed of conveyance c	September 9, 1886	5
South Haven		Consolidation	March 7, 1887	6
South Haven	July 27, 1887			
Numbers 1 and 5		Sale and transfer e	March 23, 1894	7
Lawton		Sale and transfer	April 1, 1903	8
Lawton		Lease for 25 years	April 15, 1907	11
South Haven and Saugatuck		Change of name	October 12, 1906	11
Benton Harbor.				
Eleanor Street		Lease f		11
Newbre		Lease f		11
No. 9		Lease for 5 years g	June 1, 1911	12
Mattawan	No record.			
Lawton	No. record.			
Paw Paw Lake	No record.			
Mattawan	Probably 1907	Abandoned.		

b Paw Paw, Lawrence and Hartford are named in route and power provided to purchase the property of any other company now constructed or in process of construction.

c This instrument was filed with Secretary of State, September 11, 1886.

d Hartford, Lawrence and Paw Paw are stipulated in route.

e This property was held by a receiver December 31, 1893. The effective date of transfer was June 7, 1894. (Rept. of Com. of R. R. 1894, p. VI.)

h These are organized under the Street Railway Act, so called.

f These leases were for right of way and road way works of Michigan Central Railroad Company no longer used by the latter company as a result of realignment of road. Data upon these leases is not complete.

g This lease included also a transfer of the leasehold rights received from No. 8.

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OUTLINE OF DEVELOPMENT AND SUCCESSIONS IN

No.	Corporate name of company.	Date of filing articles of association.	Form of articles filed.	Road, proposed, constructed, placed	
				Miles.	Termini. From—
12	*Michigan United Railways Company*..h	Mar. 31, 1906	Association.....	.....	.....
13	*Michigan United Traction Company*...h	Dec. 27, 1911	Association.....	.....	.....
14	Michigan and Chicago Westbound Railway Company.	July 22, 1909	Association.....	51.64	Grand Rapids.....
15	Michigan and Chicago Railway Company.	Aug. 29, 1912	Amended articles	51.64	Grand Rapids.....
16	Michigan and Chicago Railway Company.	Dec. 23, 1912	Amended articles	183.00	Grand Rapids.....
					Allegan.....
					Kalamazoo.....
					Paw Paw.....
17	Michigan and Chicago Railway Company.	June 4, 1913	Amended articles	183.00	Grand Rapids.....
					Allegan.....
					Plainwell.....
					Yorkville.....
					Kalamazoo.....
					Paw Paw.....
18	Michigan and Chicago Railway Company.	Dec. 26, 1913	Amended articles	233.00	Same as.....
					Owosso.....
19	Michigan Railway Company.....o.....	Mar. 21, 1914	Amended articles	268.00	Same as.....
					Saginaw City.....
					Frankenmuth Jct.....
	EAST JORDAN & SOUTHERN R. R.			*4.40*	*Toquin*.....
1	The East Jordan Lumber Company....	.....	.....	.....	**East Jordan**.....
2	East Jordan & Southern Railroad Company.	July 9, 1901	Association.....	20.00	East Jordan.....
				18.60	**East Jordan**.....
				23.00	**Various**.....
	EMPIRE & SOUTH EASTERN RAILROAD.				
1	T. Wilce Company.....	Industrial cor	poration (Ill.)...	11.25	**Empire**.....
				3.10	**Osborn**.....
				3.10	*Lake Junction*.....
	GARDEN BAY RAILWAY.				
1	Vans Harbor Land and Lumber Company.	Industrial	Corp. (Mich.)...	13.70	**Vans Harbor**.....
2	Archibald F. Begole, et al., copartners..	.....	.....	.....	**Forest terminus**.....
3	*Garden Bay Railway Company*.....	Feb. 2, 1916	Association.....	*13.70*	*Vans Harbor*.....
	LUDINGTON & NORTHERN RAILWAY.				
1	*Epworth League Railway*.....e..	Mar. 12, 1895	Association.....	4.00	City of Ludington.....
				2.50	**Ludington**.....
				3.80	**Epworth**.....
2	*Ludington and Northern Railway*....e..	July 18, 1901	Amended articles	1.00	**North Bayou**.....
				.62	**Epworth**.....
				1.00	*North Bayou*.....
	LEWISTON & SOUTH EASTERN R. R.				
1	Lewiston and Southeastern Railroad Company.	May 26, 1896	Association.....	15.00	Lewiston.....
				10.00	**Lewiston**.....
				3.00	**Branches**.....
				6.00	**Main line**.....
				9.00	*Main Line*.....
				8.00	**Main Line**.....
				2.00	**Main line**.....
				17.00	*Lewiston*.....

m On June 30, 1914 this was reported as no longer operated. It has not been operated since that date.

n This assignment was not actually effective at this date.

o The Michigan Railway Company, which operated as an electric railway did not operate the K. L. S. & C. Ry. with its other property but operated it separately as a steam railroad. Its predecessors carried on operations in the same way.

a The articles stipulate that "the company contemplates the purchase of the property and rights of the owners of a railroad now constructed, extending from East Jordan and South Arm to and into Kearney Township. The officers of the Lumber Company incorporated the Railroad Company and transfer on the books was made as of the date of the incorporation of the railroad company.

b This road was never an incorporated carrier. The T. Wilce Co. conducts forest industries and the road is really to a large extent a plant facility. It, however, operates as a carrier under a regular schedule.

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TITLE OF RAILROAD SYSTEMS IN MICHIGAN.—CONCLUDED.

in operation or relinquished. Termini. To—	Date placed in operation or relinquished.	Form of merger or transfer.	Date of merger or transfer.	Successor.
.....	.....	Assignment of lease.....	January 1, 1912.....	13
.....	.....	Assignment of lease.....	August 1, 1914.....n....	19
Kalamazoo.....	.....	Change of name.....	August 23, 1912.....	15
Kalamazoo.....	.....	Change of route.....	December 19, 1912.....	16
Kalamazoo.....	.....	Change of route.....	April 24, 1913.....	17
Battle Creek. Benton Harbor. South Haven. Kalamazoo.....	.....	Change of routes.....	November 17, 1913.....	18
Battle Creek. Otsego. Gull Lake. Benton Harbor. South Haven. Number 17 and.....	.....	Change of name and extension of route.	March 19, 1914.....	19
Bay City. Number 18 and.....	.....	Expiration of lease.....	May 31, 1916.....	11
Flint. Frankenmuth. *Paw Paw Lake*.....	.....m....	Withdrawn.		
Kearney Township.....	1899 1900	Corporate organization...	July, 1901.....	2
Bellaire. a **Bellaire**.....	Oct. 1, 1901			
Forest Branches.....	Various times.			
Empire Junction.....	1900	.....	.....	b
Pearl Lake.....	Prior to 1906			
Pearl Lake.....	Dec., 1916	Abandoned.		
Northeasterly.....	No data...c..	Deed of conveyance.....	May 14, 1915.....	2
Cooks Mill.....	No data.			
.....	.....	Corporate organization...	Oct. 27, 1915	3
Cooks Mill.....	June 15, 1917	Withdrawn. d		
Hamlin Lake via Lincoln Lake.....	.....	Change of name.....	July, 1901.....	2
Epworth.....	1895			
Hamlin.....	1901			
Hamlin.....	1906			
Mt. Baldie.....	May 1, 1916			
Hamlin.....	No record....	Withdrawn.		
Sec. 9, T. 27 N., R. 2 E.....	.....	.....	.....	f
Forest terminus.....	July, 1896			
.....	1896			
Extension.....	1899			
.....	1901	Withdrawn.		
Extension.....	1903			
Extension.....	1909			
Forest Terminus.....	1910	Withdrawn, entire.		

c This was merely a forest facility and not operated as a common carrier until transferred to the copartners. It was at first wholly in Garden Township, but was extended to Cooks Mill on the "Soo Line" and continued operations for some years as a forest road. The copartners commenced to operate as carriers January 1, 1915, under an option previously obtained by Chas. F. Ewald.

d The company filed cancellations of tariffs as of this date, which were rejected by the Commission. The affairs of the company, however, were in the hands of a receiver appointed by the Circuit Court of Delta County. Traffic was suspended and the road ordered sold to pay mortgage lien. The future status of the road will be uncertain.

e This corporation is organized under the train railway Act.

f The records disclose that this road was constructed in 1891 but did not appear as a carrier until 1896. It was a forest road.

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CORRECTIONS OF ERRORS IN THE TEXT.

Page 22. No. 36 should read Fort Gratiot and Lexington R. R.

Page 30. The correct corporate name of No. 2 is "Toledo and Ann Arbor Railroad Company."

Page 31. Note "i" should read J. M. Ashley and associates.

Page 36. The correct corporate name of No. 21 is "Peninsular Railway Company."

Page 88. Note m should read, Hancock & Calumet R. R.

Page 101. Note r should read, Detroit and Lima Northern Railway Company.

Page 104. The corporate name, "Manistee and Northeastern Railroad Company," shown here is taken from department records. The original articles, however, show this name, "Manistee and Northeastern Rail Road Company."

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APPENDIX A.

The Ypsilanti and Tecumseh Railroad Company received State aid in financing to the extent of $100,000.00 in secured loan authorized by Act No. 124 of 1838. Joint Resolution No. 12 of 1839, authorized the State Treasurer to transfer from the Internal Improvement Fund, to the credit of the company, the sum of $15,000.00 on account of the loan authorized by the Act of 1838. It is indicated that further advances of cash were made to the company. Act No. 113 of 1840 provided for a settlement of these transactions with the Company, and required the officers of the company to give security to the people for all liabilities to the State. The work was actually commenced and a considerable amount of construction work done. Joint Resolution No. 27 of 1841 authorized the Commissioners appointed under Act No. 113 of 1840 to make a full and final settlement of the matters in which the State was involved, their actions to be subject to approval of the Legislature. On July 25, 1841, this commission reported that the company had expended forty or fifty thousand dollars for materials and construction, and had incurred heavy liabilities. They recommended also that the railroad be added to the works of internal improvement undertaken by the State and appropriations be made to complete or at least to secure the timber enbankments, culverts, bridges, etc., from further decay (J. Doc. 1841, page 607). In 1841 a Senate Committee reported no progress was being made in work on this road and recommended that the company be allowed to close up its connections with the State. (S. Documents, 1842, page 21). Act No. 22 of 1842, provided a method of liquidation of the financial arrangements between the Company and the State. The company had received but a part of the aid provided by Act No. 124 of 1838, and finally conveyed its title to the State for $30,000.00 in furtherance of this Act of 1842.

The Company commenced its work at Ypsilanti, and the history of Washtenaw county (Chapman & Co., 1881, page 1145) states that it constructed earthwork between the Huron River and South Huron Street, Ypsilanti. It is possible some construction may have been performed at the Tecumseh end or at Saline.

The State never made any use of this work and evidently received it only as a matter of necessity. It is possible it was included in the statements of cost of construction on the "Central Railroad" as it was in that district. The State seems to have authorized relief to certain sureties in the company's transactions as late as 1853. (See Joint Resolution No. 11 of 1853).

The company held a franchise over a part of the route later taken by the Detroit, Hillsdale and Indiana Railroad Company, but there is no connection between these companies. The Ypsilanti and Tecumseh Railroad is the only road which received a measure of State aid and the project was finally completely abandoned.

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